

SPECIAL MEETING OF THE IDAHO TRANSPORTATION BOARD

January 12, 1990

The Idaho Transportation Board met in special session in Boise, Idaho on January 12, 1990 at 8:00 AM in the Transportation Building. The following people were present:

John M. Ohman, Chairman - Region 1
 Marion Davidson, Vice Chairman - Region 3
 Phil Batt, Member - Region 2
 Mary F. Detmar, Executive Assistant to the Board
 George J. Neumayer, Director (Acting)
 G. Keith Green, State Highway Administrator
 Jeff Stratten, Public Information Officer

Final Report of the Local Highway Needs Assessment Council. Council President Bill Smith introduced consultant Jim Covil who presented the findings of the three-year study which was mandated by the Idaho Legislature in 1986.

The report showed that "streets and highways in Idaho create \$6.4 billion in annual economic activity, \$2.2 billion in wages and over 150,000 jobs for Idaho residents. Economic transactions association with streets and highways comprise an estimated 27.3 percent of Idaho's 'Gross State Product'...."

Covil said that for all four jurisdictional levels (state, cities, counties and highway districts), the "most urgent needs" for 1989-94 total \$7.3 billion while "structural integrity needs" amount to \$4.5 billion. In other words, \$4.5 billion in maintenance is needed over the next six years to avoid collapse of the state and local transportation system in Idaho. Then, an additional \$2.8 billion is needed for urgent improvements for safety, traffic capacity and paving. The figures compare with \$1.8 billion expected in revenue over the same period.

The executive summary indicated that 137 miles of highways have congested traffic conditions; 3,133 miles of paved highways were in poor surface condition; 2,234 miles of gravel/dirt roads served traffic which warranted a paved road; 8,200 miles of highways have narrow lanes and poor alignment; and 1,413 bridges have significant structural and/or functional deficiencies.

Various highway financing alternatives were presented: increases in motor fuel taxes, registration fees, other user taxes, and non-user revenue measures.

Covil explained that of the state-generated highway user funds remaining after deducting the 6% for Law Enforcement, 63.9% would be allocated to the state. "Based on the user

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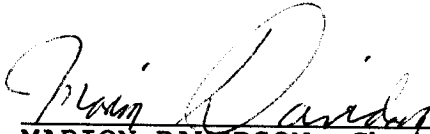
cost responsibilities for Most Urgent Needs, state highways should get 64.3% of all highway user taxes. Based on Structural Integrity Needs, the share increases to 66.8%.

The report suggested that the distribution of user revenues at the county level correlates well with county needs, but not very well with highway district needs. Alternative equations were identified using motor vehicle registration revenues, improved road miles and/or land area.

The Board accepted the report as presented but did not take a position on any taxing alternatives.

A press conference is scheduled on January 23 to release the entire report to the public. Individual presentations will be given to the Senate Transportation Committee and the House Transportation and Defense Committee.

WHEREUPON, the Board meeting adjourned at 12:00 noon.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and Approved
February 15, 1990
Boise, Idaho

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

January 18, 1990

The Idaho Transportation Board met in regular session in Boise, Idaho on January 18, 1990 at 9:00 AM in the Transportation Building. The following people were present:

John M. Ohman, Chairman - Region 1
 Marion Davidson, Vice Chairman - Region 3
 Phil Batt, Member - Region 2
 Mary F. Detmar, Executive Assistant to the Board
 George J. Neumayer, Director (Acting)
 G. Keith Green, State Highway Administrator
 Jack T. Coe, Division Administrator - Federal Highway Administration
 Judie Wright, Senior Financial Analyst - Governor's Budget Office

Board Minutes. The November Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

February 15-16, 1990 - Boise
 March 15-16, 1990 - Boise
 April 19-20, 1990 - District 2
 May 17-18, 1990 - District 3
 June 24-28, 1990 - WASHTO, Reno, Nevada

Director's Report. George Neumayer summarized operations within the Department since he was appointed Acting Director on December 5, 1989. Weekly meetings are being held to keep staff current on Department and legislative matters. He contacted legislative leadership and offered assistance on any subjects.

Since the resignation of the Director's Special Assistant, the support staff in Executive Management was reorganized to avoid filling the position.

None of the ITD proposed legislative bills have been introduced yet. Chief of Transportation Services Lydston and Chief of Motor Vehicles Kraemer continue to monitor and testify on legislation relating to transportation.

A written report from Chief of Transportation Services Lydston indicated that an outcome favorable to Idaho may be achieved in the next Surface Transportation Assistance Act because of Crescent Coalition efforts. Key members of FHWA management attended the last meeting to hear the Coalition's position on funding of highways.

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Acting Director Neumayer briefed the Board on results received to date from employees answering a smoking questionnaire. The Board will be advised of the final outcome.

Idaho's Centennial was kicked off in Boise on January 13, 1990. The Board will be sent a calendar of statewide events for the rest of the year.

Acting Director Neumayer asked the Board to appoint Richard R. Transtrum, Personnel Supervisor, as Acting Chief of Administration for an indefinite period to cover the activities within that Bureau. The Board agreed to the temporary appointment.

Legal Report. Chief Legal Counsel Trabert summarized the pending legal cases. Board member Batt suggested arbitration be considered in future contract claims.

Adjustment to Salary of Chief Legal Counsel. The salary equity of the Department's legal staff has been questioned by the Department on several occasions. Results of a survey conducted with surrounding states, other state agencies and the Attorney's General Office showed that ITD is not competitive.

The Board approved a five percent increase in the Chief Legal Counsel's salary and authorized staff to pursue adjustments to the pay of staff attorneys.

Appointment of Training Manager. The former manager resigned to relocate in another state. A departmental promotional announcement was made and only one applicant qualified.

Acting Director Neumayer recommended, and the Board approved, the appointment of Gwen Smith as Department Training Manager.

Adopt-A-Highway Program. In October, the Board asked the staff to determine if the program would be viable and acceptable to the public prior to implementation. Information packets were mailed to various organizations, civic groups and governmental units. Adequate acceptance of the program was expressed.

The Board approved implementation of the program and instructed that procedures be established to implement the program whereby groups "adopt" a section of highway to keep it free of litter.

Motor Vehicle Bad Check Report, Fourth Quarter of 1989. Almost \$10.4 million in checks were processed during this time frame. Bad checks totaled about \$10,000; 88% of that amount was collected. The Board directed that staff continue the quarterly reports.

Delegation - Hagerman Highway District. Commissioners resubmitted their request to add the Wendell-Hagerman road on the state highway system. They said the road is a major route between I-84, SH-46, US-30 and to the Hagerman National Park Monument. Commissioner Clifford indicated the highway district has difficulty maintaining the road with available funds and that it needs major repair. State Representative Morrison said the highway completed a grid from the north side of the river to the fossil beds on the south side of the river.

The Board acknowledged that the needs are real and asked staff to reevaluate the route, determine what has changed since it was reviewed two years ago, and return to the Board in two months.

Delegation - Clear Lakes Grade. A group of state legislators, representatives from Twin Falls City and the Buhl Economic Council asked the Board to consider putting Clear Lakes grade on the state highway system. They said it is the only river crossing in thirty miles, the grade is substandard, there is no shoulder or guardrail, and it handles heavy truck traffic.

Senator Noh questioned the distribution of funds among state highway districts. State Highway Administrator Green replied that the funds are not equally distributed. Board Member Batt said that construction costs in north Idaho, for instance, are considerably higher than in south Idaho.

The Board appreciated the information and told the delegates that the staff is currently evaluating the road for possible inclusion in the state's highway network. That study should be available for Board review in April.

Delegation - Singing Bridge over Rock Creek in Twin Falls, SH-74. A community-wide delegation from Twin Falls made a presentation to the Board about recent load limit restrictions placed on the Singing Bridge which effectively closed the bridge to most industrial use. They are "forced to use inadequate routes which causes deterioration of our infrastructure, high cost increases in doing business, safety factor increases that are unparalleled, a virtual shutdown of further expansion of the South Park Industrial area and immediate rerouting of interstate as well as local trucks of all kinds who count on the Highway 93/74 connector as their designated truck route to and through Twin Falls."

The City and County of Twin Falls, the Twin Falls Highway District and the business community asked the Board to

1) move the planning and construction to the top of the priority list and pledge total replacement in two to three years;

2) provide immediate financial commitment to the City and Highway District to make the detour route as usable for trucks as possible; and

3) provide a financial commitment to the City for a new truck route in conjunction with the planned construction of the Victory Bridge.

The Board asked staff to designate a detour route for trucks, analyze if reduced speed limits the on bridge could help, determine if an exception for emergency fire truck operation could be provided, and investigate alternatives.

The Board reconvened at 1:30 PM in the Statehouse.

Meeting with the Senate Transportation Committee. Board Chairman Ohman highlighted remarks from his budget speech to be given to the Joint Finance-Appropriations Committee the following day. Senator Blackbird asked the Department's support in coordinating a ceremony on I-90 in Wallace when the Interstate is finished to retire the last traffic signal between Boston and Seattle. Senator Gilbert expressed concern over a client's difficulty in selling property near the proposed Cole-Overland Interchange modification project because right-of-way acquisition could not begin. Senator Bilyeu asked if the \$7.1 billion needs estimate was accurate. Chairman Ohman suggested it was a conservative figure.

Meeting with the House Transportation and Defense Committee. Again, Board Chairman Ohman highlighted remarks from his budget speech to be given to the Joint Finance-Appropriations Committee the following day. Representative Braun was displeased that the Board was abandoning SH-7 and SH-64 to local jurisdictions. Chief of Transportation Services Lydston provided an update on Crescent Coalition activities.

The Board reconvened its regular meeting at 3:30 PM in the Transportation Building.

Delegation - Local Residents on the McCall Bypass. Mayor Allen introduced Dick Cowdery of the McCall Transportation Committee who presented the group's request for a bypass of the city in the area of Deinhard Lane and Boydston Street. He believed that Federal Aviation Administration funding would be available for relocating Deinhard Lane at the north end of the airport.

Cowdery also inquired if the winter maintenance level on SH-55 had been reduced during the last 7-8 years. Representative Wilde encouraged the Board to reinstate the project on its five-year program. State Treasurer Edwards suggested that the recently received interest on highway funds be used for this type of project.

The Board instructed District 3 Engineer to compare winter maintenance standards on SH-55 near McCall in the last ten years, re-verify the availability of FAA funding, and report at the March meeting.

WHEREUPON, the Board meeting recessed at 5:00 PM.

January 19, 1990

The Board meeting reconvened at 9:30 AM in the State Capitol Building in Boise, Idaho.

FY91 Budget Presentation to the Joint Finance-Appropriations Committee. Board Chairman Ohman began with opening remarks on the Department's financial situation and projection for the future. Acting Director Neumayer followed with the specific details of decision units included in the FY91 budget request which totaled \$245.9 million.

Lunch with Motor Carrier Advisory Committee. Subcommittee Chairman Jim Mitchell provided an update on the study of ton mile taxes in Idaho. The subcommittee believed that an inadequate database caused discrepancies in the results of a variety of formulas analyzed. He said the consultants did not have the computer capacity to properly deal with the data. He added that ITD and the Tax Commission were utilizing two databases and apparently not working together. Board Member Batt offered his help in resolving the conflict.

The Board meeting reconvened in the Transportation Building at 1:30 PM in Boise, Idaho.

State Highway Administrator's Report. The Board directed staff to proceed with execution of an agreement with East Side Highway District for transfer of jurisdiction of US-10 east of Coeur d'Alene.

A recent fatal accident at the Ustick Road railroad crossing in Caldwell was discussed by the Board. A report on the allocation of rail funds and priority ranking showed the crossing to be ranked seventh in the state and scheduled for gates and a signal in FY92. Since the accident, ITD's internal procedure has been modified so that local jurisdictions are notified of crossings with an accident potential of one or more accidents every ten years. Locals will then be instructed to contact the appropriate district engineer if a field review and potential project are wanted.

January 19, 1990

The FHWA has deferred further work on the highway system of national significance until the adoption of federal authorization legislation and results of the 1990 dicennial census are known. Work will continue on monitoring statewide functional classification but no major updates will be made during this interim period.

The cities of Sun Valley, Ketchum and Hailey plus Blaine County wrote asking for a feasibility study to provide a range of alternative solutions to the SH-75 traffic problems. The Board instructed staff to write the jurisdictions and indicate that improvements to SH-75 would be considered during the annual project review in September.

Comments from the Hearing Officer on the Eterna-Line contract claim regarding ITD operations have been discussed with the district and resident engineers.

District 1 staff determined that with the median crossing closed, Sunset Avenue north of Coeur d'Alene on US-95 could be left open. (See minutes dated November 17, 1988.)

UMTA Section 18 State Management Plan. The Idaho Public Utilities Commission (IPUC) suggested deletion of a statement relevant to charter service in Section 18 State Management Plan which restricts the provision of charter service in the area within a 50-mile radius of the approved service area. IPUC believed this statement may be in conflict with Idaho Code.

The Board approved the removal of the statement from the Section 18 State Management Plan.

T2 Advisory Committee. The Local Highway Needs Assessment Council (LHNAC) requested that the T2 Advisory Committee become a 9-member body, by including three additional technical members selected by the respective Associations of Cities, Counties, and Highway Districts.

The Board approved the request. The T2 Advisory Committee will be comprised of 6 LHNAC members and 3 technical members nominated by the respective Associations.

Supplemental Agreement Approval for Local Highway Needs Assessment Study. The Board approved the change order in Agreement 88-23 with Wilbur Smith Associates, consultant for the Local Highway Needs Assessment Study for \$32,251 to cover costs of computer work, printing and additional funds for Task 28. The funds will come from the LHNAC Account.

Appointments to the Local Highway Needs Assessment Council. The Board approved the appointments of Ray Oliver, from the Idaho Association of Highway Districts and Mary Hanson from the Idaho Association of Counties to the LHNAC.

Retroactive appointments were approved for Con Alder from the Idaho Association of Counties and Robert Nail from the Idaho Association of Highway Districts to be appointed to the LHNAC.

Local Request to put SH-34 Between Preston and Utah State Line back on the State Highway System. The Board reaffirmed its decision on leaving old SH-34 off the system.

The Board requested staff to advise Franklin County of their decision.

Little Goose Creek at M.P. 150.1, SH-55. The Board approved the \$15,000 FY90 state funded water quality and roadway improvement project at Little Goose Creek on the left side of SH-55, milepost 150.1. The project is in lieu of the \$10,000 fine levied against ITD for the paint spill in Mores Creek on SH-21.

Rail Rehabilitation Project on Proposed Camas Prairie Extension. The Department requested permission to apply to the Federal Railroad Administration in conjunction with Washington DOT for Local Rail Service Assistance Funding for rehabilitation on the proposed Camas Prairie extension, with particular attention to the Washington, Idaho and Montana (WIM) Railway.

The Board approved the request to apply for Local Rail Service Assistance Funding.

Utility Accommodation Policy and Rule 39.C.43. The revised policy allowed longitudinal access within the Interstate control of access subject to certain conditions. The utility company must show that alternate locations are not available or cannot be implemented at a reasonable cost. Utilities must be buried at least five feet deep; an increase from a depth of 30 inches. This was changed to prevent any possibility of severing a utility while working on the highway.

The Board questioned the ambiguity of the wording "reasonable cost." Members asked staff to contact other states using the relaxed AASHTO standards and determine the status of the program. They also asked staff to identify criteria for "reasonable cost."

Location and Design, Ferdinand-Lawyer's Canyon, Project F-4113(77), Key 2502, US-95. After reviewing the public hearing testimony, the Board approved the East Alternate Route which would begin approximately 0.6 mile south-east of Ferdinand. The route runs northerly, bypasses Ferdinand on the east, and then parallels the Camas Prairie Railroad. It continues northwesterly to the proposed structure over Lawyer's Canyon Creek and is approximately 3.6 miles in length.

The decision is shown in Exhibit 1 which is made a part hereof with like effect.

Public Lands Funding, FY90. Idaho requested \$4.0 million to improve Little Gallagher Creek to Lowman. The Board was informed only \$2.0 million was received. The Board will be kept informed of the impact this reduction has on other projects.

Location of US-20, Cinder Butte Road to Old Butte Road, Project IR-F-6423(006), Key 385,. A Location Hearing was held on November 1, 1989. Two location alternatives were considered along with the no action alternative. Alternative No. 1 following the current alignment of US-20, was approved by the Board, after review of input at the public hearing and additional write-in testimony.

Speed and Load Restrictions During Spring Break-up. The Board reaffirmed its position to continue the spring break-up policy as written. A reduction of speed limits was imposed but not adhered to by truckers. In addition, staff believed that speed limits were not as enforceable as load limits.

Staff was advised to notify Jim Pingree, Chairman of the Motor Carrier Advisory Committee that load limits will be imposed rather than reducing speed limits. He had requested that the Department consider the lowered speed.

Supplemental Engineering Agreement No.4, Project IR-84-2(1)50, Key 2521, Cole-Overland Interchange, I-84. The Board approved the Supplemental Engineering Agreement No. 4 the Cole-Overland Interchange, in the amount of \$293,929.20 with Centennial Engineering, Inc., to cover an increase in the scope of work due to hearing testimony and increased traffic volumes affecting project design.

Project No. M-7963(020), Key 4477, Caldwell Blvd., Wilson Drain to Karcher Road, I-84B. The Board approved the use of a consultant services in the amount of \$50,000.

Supplemental Engineering Agreement No. 1, Project F-3341(10), Key 3550, I-84B. The Board approved the Supplemental Engineering Agreement No. 1 for the Mountain Home Railroad Separation in the amount of \$42,516 with Higgins Engineers, Inc., to evaluate several alternatives generated at the public information meetings.

Condemnation Action. The Board signed the orders of condemnation on the following parcels as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
IR-F-6423(7)	9 & 14	2886	US-20
F-BR-2342(004)	13	4223	US-26/93
			US-20
DE-0083(804)	20		I-184

Status of Current Program Obligations. The quarterly report showed the obligational limitation was almost equal to the amount of funds obligated. Idaho was able to obtain the redistribution of \$2.5 million because all the regular category funds was utilized.

District Sign Status Report, October-December 1989. When US-20 in District 3 was reclassified from secondary to primary, an additional 4 signs came under control of the State's Highway Beautification Act.

Right-of-Way Use Permit 06-90-071, Project S-6742(4), Key 0048, US-26B. An Exchange Deed between the Department and Mr. D. Earl Hunter deleting one approach and relocating another and changing it to a joint use approach was approved by the Board. A Quitclaim Deed for a new approach to the LDS Church property was also approved.

The Board signed the Exchange Deed and Quitclaim Deed to between the Department, Mr. Hunter and the LDS Church.

Manual on Uniform Traffic Control Devices for Streets and Highways, 1988 Edition. Section 49-201, Idaho Code requires that the Board shall adopt a manual for a uniform system of traffic control devices that conforms closely to the Manual on Uniform Traffic Control Devices for Streets and Highways issued by the Federal Highway Administration.

The Department recommended 6 exceptions to the 1988 Manual to better satisfy Idaho's needs and to comply with Idaho Code.

The Board approved adoption of the 1988 Edition of the Manual on Uniform Traffic Control Devices with the 6 exceptions and authorized promulgation of the revisions to Rule 39.C.41.

Wildlife Viewing Program. The Idaho Wildlife Viewing Guide Working Group has requested permission to have signs place on Idaho State Highways at the turn-off locations. They further requested the assistance of ITD in helping with site reviews from a traffic safety standpoint and with sign funding, construction and placement.

The Board approved placement of signs on state highways identifying wildlife viewing areas. Funding participation will be limited to cost of reviews to assure appropriate specifications and proper locations only.

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Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

ID-I-90-1(138)14 Key 2601 - Sherman Ave - Hilltop I.C. Kootenai County. The project consists of grading, paving, installing drainage items, guardrail, constructing a 235 L.F. prestressed concrete bridge over Potlatch Hill Road, creating aquatic habitat, installing traffic signals and signing on 1.43 miles of new alignment. The low bidder was Scarsella Bros., Inc., Seattle, Washington - \$9,758,424.30.

I-184(4)4, DE-0083(804), I-IR-184-1(13)4, DE-0083(809), and IR-184-1(16)4 Key Nos 2762, 3976, 3807, 4288 and 4603 - 27th, Americana-Fairview, 27th & 25th Extensions; Orchard-Chinden I.C. & Paving; River St. Off Ramp; & Landscaping Ada County. The work consists of grading, drainage, base, paving, curb & gutter, illumination, signing, traffic signals, retaining walls, 161' prestress bridge, 86'6" prestress bridge, two box culvert extensions, final contour grading, placing topsoil, installing irrigation wells and system, and planting. Low bidder was Central Paving & Concrete Placing Co., Inc., Boise, Idaho - \$15,464,018.24.

BRS-3782(9) Key No. 1490 - Kuna to I-84 Structures. Consisting of constructing a concrete bridges over: Teed-22', Kuna-23', Mason-29', Rawson-25', Ridenbaugh-32', Canal J; and a 10' concrete box culvert over Kennedy Lateral and roadway approaches at each site on 6.439 miles of SH-69, Kuna to I-84 structure. Low bidder was Cannon Builders, Inc. Blackfoot, Idaho for \$850,018.80.

ST-3280(600) Key No. 4609 - Chinden Blvd., Joplin to Coffey. This project consists of modifying the Intersection of Garrett & Chinden, widening, extending culverts, and overlaying 1.31 miles of US-20/26. Low bidder was Nelson Sand & Gravel Co., Inc., Boise, Idaho - \$413,972.00.

RS-3857(3) and BRF-3261(8) Key Nos. 3263 and 1571 - Dry Wash Bridge and Noble and "B" Lateral Canals Payette and Gem Counties. This project consists of constructing a temporary detour, removal of existing structures, construction of a new structure or pipe arch, and constructing roadway at each location. Low bidder was South Coast, Inc., Ketchikan, Alaska - \$839,072.30.

BROS-0100(12) Key No. 3573 - Indian Creek, Black Cat Road. The work consisting of realigning and constructing the roadway and construction of a bridge on Black Cat Road over Indian Creek. The low bidder was Nelson Sand & Gravel Co, Inc., Boise, Idaho - \$498,776.09.

F-4201(52) Key No. 3836 - Lenore Rest Area. The District and Contract Administration Section recommend rejection of this bid because the low bid was more than 10

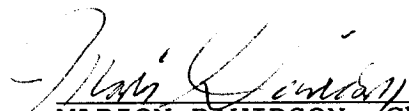
percent over the Engineer's estimate. The Board agreed. The project will be readvertised at a later date.

Delegation - Charles Hummel on Headquarters Space Study. Architect Hummel performed a study to address the current and future building needs of ITD's headquarters campus, and establish funding priorities for implementation of the master plan. The study concluded that all buildings were out of capacity for current occupancies and have deteriorated working environments. Twelve proposed projects were identified to ensure building code and life safety compliance and to provide an additional 55,000 square feet of gross building space.

After reviewing the study, the Board approved the report with minor revisions and approved the expenditure of \$90,000 for design of the first three priority projects. Those projects would be completed when funds became available.

Interview with Alternative Hearing Officer Candidate. The Board members spoke with Bob Medley, Internal Review, and were satisfied with his background and qualifications to be an alternative hearing officer. He was appointed to the position effective immediately.

WHEREUPON, the Board meeting adjourned at 3:30 PM.


MARION DAVIDSON, Chairman
Idaho Transportation Board

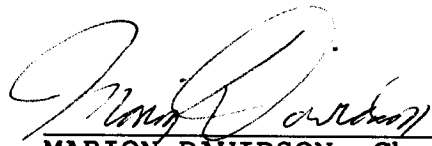
Read and Approved
February 15, 1990
Boise, Idaho

SUPPLEMENT TO THE FEBRUARY 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

February 13, 1990

Through telephone contact with Vice Chairman Marion Davidson and Member Phil Batt on February 13, 1990, the Executive Assistant to the Board obtained approval of:

Settlement of Parcel 20, Project DE-0083(804), Key 3976, I-184, up to \$456,383.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and approved
February 15, 1990
Boise, Idaho

February 13, 1990

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

February 15-16, 1990

The Idaho Transportation Board met in regular session in Boise, Idaho on February 15, 1990 at 8:30 AM in the Transportation Building.

Election of Officers. Phil Batt made a motion, seconded by John Combo to nominate Marion Davidson Chairman. Motion carried. John Combo nominated Phil Batt for Vice Chairman, seconded by Marion Davidson. Motion carried.

The following people were present at the Board meeting:

Marion Davidson, Chairman - Region 3
 Phil Batt, Vice Chairman - Region 2
 John X. Combo, Member - Region 1
 Mary F. Detmar, Executive Assistant to the Board
 George J. Neumayer, Director (Acting)
 G. Keith Green, State Highway Administrator
 Jeff Stratten, Public Information Officer
 Jack T. Coe, Division Administrator - Federal Highway Administration

Board Minutes. The January Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

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 April 18-19-20, 1990 - Districts 1 & 2
 May 17-18, 1990 - Boise
 June 24-28, 1990 - WASHTO, Reno, Nevada

Director's Report. Acting Director Neumayer briefed the Board on state legislation.

- HB592 would increase the Transportation Board from three to six members.
- SB1433 would require concurrence of the local jurisdiction before the Board abandoned a highway.
- The Commercial Drivers License (CDL) corrections bill has been printed, SB1339, has passed the Senate and is now in House Transportation and Defense Committee.
- The bill to raise aircraft registration fees and the bill to increase aircraft engine fuel tax were introduced and approved for printing in the House Transportation and Defense Committee on February 14.

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- A Senate Concurrent Resolution has been introduced, SCR134, to establish a legislative committee to review the Local Highway Needs Assessment Study.
- SB1336 allows handicapped individuals to receive a license plate and a placard that could be used in any vehicle.
- A bill allowing one- and ten-year utility trailer license plates is being considered in the Senate. A substitute bill allowing one-, five- or ten-year plates was introduced in the House.
- Proposed legislation requiring a three-year suspension for any person found guilty of not have liability insurance would have a fiscal impact on ITD. The Legislature would be asked to fund those required resources if a bill passes.
- SB1500 removes the \$100 limit on overweight penalties. The bill also provides that the penalty for overweights up to 4,000 pounds cannot be over \$25.

An internal Revenue Information and Planning (RIP) Committee has been established by the Acting Director to provide funding strategies and action plans for Board review. A lunch meeting with representatives of the Associations of Cities, Counties and Highway Districts included a discussion of revenue needed to fund highway improvements within the state.

Acting Director Neumayer and Chief of Transportation Services Lydston attended another meeting of the Crescent Coalition. California and Texas have indicated a willingness to support the population density additive even though it costs them funds; they contribute 28% of the nationwide donor money. WASHTO states voting for the formula proposal and Crescent Coalition proposals were California, Texas, Idaho and Oklahoma.

Harry Merrick has been reappointed by Governor Andrus to another three-year term on the Aeronautics Advisory Board. He is subject to Senate confirmation.

FY89 Safety Program. The Department received a dividend of \$461,658 from the State Insurance Fund for a 45% savings based on calendar year 1988 projected losses against realized losses. In addition, the Department of Insurance discounted ITD's liability insurance by \$6,460 due to employee participation in defensive driving courses. The National Safety Council sent ITD an Award of Merit plaque for noteworthy safety performance in 1988. ITD's medical surveillance program indicated no work-related illnesses in the 154 employees tested due to exposure to solvents, paints and chemicals.

Legal. Chief Legal Counsel Trabert summarized the status of condemnation actions on Eagle Road, Ada County. The Board believed that current procedures are appropriate but that staff should be alert to sensitive areas in negotiating settlements. Board member Combo suggested legal staff become more involved with the project development and right-of-way negotiations to become better acquainted with condemnations earlier.

Motor Vehicle Credit Card Program. Chief of Motor Vehicles Kraemer summarized the effect of the credit card program on returned checks. While the dollar amount of returned check decreased during the period studied, no correlation between the decrease and the implementation of the credit card program has been identified.

Delegation - Singing Bridge, Twin Falls. Representatives of the trucking industry around Twin Falls asked the Board to designate a detour route for trucks beginning at the Blue Lakes Boulevard intersection, on Poleline, then on Washington. They explained that this detour would be easier for truckers who are unfamiliar with the area since it is an existing truck bypass and properly signed. A further area of concern was the corner of Orchard and SH-74. A better access is needed and trucks are having difficulty making the turn. A stop light was suggested.

Board Vice Chairman Batt indicated the Department would cooperate with locals in designating a detour route since load limits on the Singing Bridge have been imposed. District 4 Engineer Thomas will contact the property owner at the corner of Orchard and SH-74 and evaluate solutions to the problems cited.

Board Member Combo asked if access to the bridge could be restricted during the time the emergency fire truck would need it. State Highway Administrator Green analyzed the suggestion and it can not be allowed even alone since the bridge is presently restricted to one way for trucks and buses.

Lunch with Representatives of the Associations of Cities, Counties and Highway Districts. Acting Director Neumayer explained the internal structure established for analyzing funding strategies. He offered the Department's help as an information resource center. The association representatives offered to work together for revenue increases for highway improvements.

The Board supported a united, cooperative effort in obtaining additional funding for highway projects. Board members subscribed to the Local Highway Needs Assessment study findings and said if the highway distribution formula needs changing, let's do it together.

The Governor indicated to Acting Director Neumayer that he did not oppose a funding increase this year but did not want to co-mingle dedicated and general fund monies.

The group agreed to meet the following day to continue discussions.

State Highway Administrator's Report. The Sage Junction rest area will remain open only until the new ones near Blackfoot are functional.

Expenditures for winter maintenance were low until the first part of February when several storms hit the state.

An update was provided by State Highway Administrator Green on the negotiations with local jurisdictions on relinquishing portions of SH-7 and SH-64. Clearwater County asked for twice the amount offered; the City of Nez Perce accepted the offer.

The Board asked staff to review maintenance levels on roads that are candidates for removal and return with a draft proposal.

Property owners adjacent to a pit in Ada County have built into the pit area. ITD continued working in the pit under assumed grandfather rights. The county's prosecuting attorney issued an order restraining further work by ITD. Legal counsel is reviewing regulations to determine ITD's rights. In the meantime, work is progressing on the Broadway-Chinden project using another pit.

Board Policy B-14-11, Guardrail Installation. Following a request from Cort Conley (see May 12, 1989 minutes) to discontinue using concrete guardrail in scenic areas, the staff researched the recommendation and developed a proposed Board and administration policy. On highways within National Forests, along rivers and in areas of significant scenic value, metal guardrail shall be used on the fill slopes of new construction, except where engineering studies warrant the use of concrete guardrail.

The Board approved and the Chairman signed the new Board policy.

Transfer of a Portion of Temporary I-90 to East Side Highway District, East of Coeur d'Alene. The Board acknowledged efforts by the Kootenai County Centennial Trail Committee and state legislators to encourage the state to retain jurisdiction over a portion of temporary I-90 after the new I-90 is completed rather than transferring it to the Highway District.

The Board, however, reaffirmed its earlier decision to relinquish the highway but asked District 1 Engineer Baker to

February 15, 1990

continue negotiations with the locals and work out an accommodation of the Centennial Trail.

State-funded Project, Seltice Way and Idaho Street in Post Falls, Project ST-7605(600), Key 4748, Route No. I-90B. An amount of \$44,500 in state funds will be used for the signal, signal equipment, materials, and signal installation. The 50 percent local participation is in conformance with Administrative Policy A-12-16, Traffic Control Devices and Highway Lighting.

The Board approved the \$44,500 in State funds for the project, subject to the execution of an agreement with the City of Post Falls to commit funds for the required local contribution of 50% of the total project cost.

Roadside Facilities Program - Annual Update. Board Policy B-05-14 requires an updated map showing existing and proposed facilities. Reflected on the map is the closure of both Cotterell and Inkorn Rest Areas, and construction of the North Blackfoot and Cherry Creek Rest Areas.

The Board found a typographical error in the map and asked that the color-coded map be redone to make individual colors distinguishable.

Right-of-Way Use Permit 03-90-077, Project No. S-3754(2), Key No. A2542, South of Nampa City Limits, on SH-45. The First United Methodist Church has purchased 1/2 interest in the parcel of ground from the Herbert S. Pline estate adjoining and south of the Nampa Jr. High School on SH-45. Application was made for permission to relocate the approach to Sta. 349+65 and widen it to 40 feet.

The Board approved the relocation and width increase to 40 feet, and the removal of the restriction as to usage.

Policy for the Bypassing of Cities. Staff was requested to formulate a policy for the bypassing of cities at the August 1988 Board meeting. In the foreseeable future there is the potential to bypass only nine cities. Staff recommended that each city be analyzed based on its own merits.

The Board agreed with staff's recommendation that there should be no formal policy for bypassing cities.

Settlement Authority. The Board approved settlement on the following parcels as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
M-7963(019)	1	3790	I-84B
I-184-1(5)4	16 & 17	2763	I-84

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

ST-6354(554) and ST-6354(553), Key 4375 and 4086 - North Fork-Gibbonsville; North Fork-Twin Creek Lemhi County. Low bidder: Beco Construction Co., Inc. Idaho Falls, Idaho - \$473,282.75.

F-6471(099), Key 3258 - I-15 to Science Center Drive. Low bidder: C & H Construction, Inc., Idaho Falls, Idaho - \$2,296,830.38.

Delegation - Senator Larrey Anderson, Logo Sign Program. Senator Anderson believed that the logo sign program should be privatized. He said the signs are priced out of range for many people. He did not have his facts with him and suggested he would formulate questions and bring them back to the Board later.

WHEREUPON, the Board meeting recessed at 5:00 PM.

February 16, 1990

The Board reconvened at 8:15 AM in the Transportation Building, Boise, Idaho.

Meeting with Representatives of Associations of Cities, Counties and Highway Districts. Discussions continued from the previous day on strategies for funding increases. Existing legislation on highway finances was analyzed for impact. Senate Concurrent Resolution 134 would establish a legislative interim committee to evaluate the Local Highway Needs Assessment. Everyone agreed that public meetings to disseminate the study's findings should be conducted this summer and fall.

Board Vice Chairman Batt agreed to talk to legislative leadership about SCR134 and the concern regarding committee membership and size.

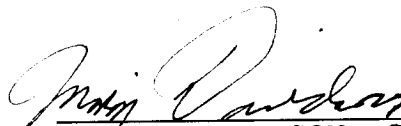
Ray Oliver, Idaho Association of Highway Districts, suggested a newsletter approach to providing the highway needs information to the public.

Those present agreed to meet again on February 26 in the Board Room to continue discussions. The time will be set later.

Department Service and Retirement Awards. Board Members participated in the awards ceremony for Headquarters and Aeronautics employees.

February 16, 1990

WHEREUPON, the Board meeting adjourned at 11:30 AM.



MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and Approved
March 12, 1990
Boise, Idaho

February 16, 1990

SPECIAL MEETING OF THE IDAHO TRANSPORTATION BOARD

February 26, 1990

The Idaho Transportation Board met in special session in Boise, Idaho on February 26, 1990 at 10:00 AM in the Transportation Building. The following people were present:

Marion Davidson, Chairman - Region 3
Phil Batt, Vice Chairman - Region 2
John M. Combo, Member - Region 1
Mary F. Detmar, Executive Assistant to the Board
George J. Neumayer, Acting Director
G. Keith Green, State Highway Administrator
Jeff Stratten, Public Information Officer
Judie Wright, Senior Financial Analyst - Governor's Budget Office

Board Chairman Davidson called the special meeting to discuss the changing of suspended Director Kiebert's timesheet from leave without pay to sick leave. Through Attorney Fanning, Chairman Davidson determined that the meeting was called according to due process and in accordance with Idaho open meeting law by notification of the media.

Chairman Davidson asked to entertain a motion to go into executive session to hear the matter privately. No motion was forthcoming; Vice Chairman Batt thought that it would be premature to call a closed session.

Chairman Davidson asked to entertain a motion to establish a three-member, non-partisan committee to investigate charges and report to the Board. No motion was made.

Member Combo said he understood the purpose of the meeting was to investigate the changing of a timesheet without authorization.

Chairman Davidson believed the Board was not ready to pursue the matter for lack of information.

Vice Chairman Batt suggested the Board ask Acting Director Neumayer to investigate the allegations. Member Combo believed the issue to be a management problem and the Acting Director should be given the opportunity to look into the matter.

Acting Director Neumayer summarized the actions taken by him when it was determined on February 16 that inaccurate coding of suspended Director Kiebert's timesheet was made. He said if the Board decides he should handle the issue, he will do so.

February 26, 1990

Vice Chairman Batt and Member Combo indicated that they did not authorize the coding change.

Member Combo questioned if the Board needs a policy or procedure for authorized coding changes.

Member Combo made a motion to allow the Acting Director to look into the issue and report at the earliest convenience but not later than the March 12-13 Board meeting. Vice Chairman Batt could not agree with the timetable.

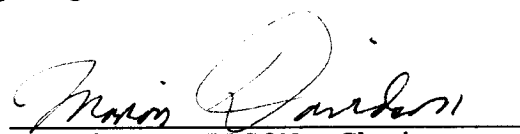
Member Combo made a motion to allow the Acting Director to look into the issue and report by the close of business Friday, March 2, 1990 on the outcome of the investigation and recommendations, or a status report of his progress if the investigation is not complete. Vice Chairman Batt seconded the motion; motion carried.

Chairman Davidson asked to entertain a motion to adjourn. No motion was made. Vice Chairman Batt believed the Board should answer questions from the news media; Member Combo agreed since it is an open public meeting.

The media asked that further Board deliberations be made in open session and the press be notified 24 hours in advance of any meeting. The Board members pledged cooperation with the Acting Director's investigation.

Vice Chairman Batt made a motion to adjourn; seconded by Member Combo. Motion carried.

WHEREUPON, the Board meeting adjourned at 10:57 AM.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and Approved
March 12, 1990
Boise, Idaho

MEETING OF THE IDAHO TRANSPORTATION BOARD

February 26, 1990

The Idaho Transportation Board met in Boise, Idaho on February 26, 1990 at 3:30 PM in the Transportation Building. The following people were present:

Marion Davidson, Chairman - Region 3
Phil Batt, Vice Chairman - Region 2
John X. Combo, Member - Region 1
Mary F. Detmar, Executive Assistant to the Board
George J. Neumayer, Acting Director
G. Keith Green, State Highway Administrator

Representatives of Associations of Cities, Counties and Highway Districts continued their discussion on highway funding begun during the regular February meeting.

Vice Chairman Batt indicated he had talked to legislative leadership about SCR 134 and he expected another resolution to be introduced that would limit the committee membership. All present agreed that if an interim committee is not approved by the legislature, ITD should take the lead role in disseminating information to the public on highway needs. If an interim committee is named, the agencies would encourage a series of statewide public meetings by the committee with participation by the agencies.

The people present agreed to meet again after the legislature adjourns.

WHEREUPON, the Board meeting adjourned at 4:30 PM.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and Approved
March 12, 1990
Boise, Idaho

February 26, 1990

SPECIAL MEETING OF THE IDAHO TRANSPORTATION BOARD

March 7, 1990

The Idaho Transportation Board met in special session in Boise, Idaho on March 7, 1990 at 10:30 AM in the Transportation Building. The following people were present:

Marion Davidson, Chairman - Region 3
Phil Batt, Vice Chairman - Region 2
John X. Combo, Member - Region 1
George J. Neumayer, Director (Acting)
G. Keith Green, State Highway Administrator
Jeff Stratten, Public Information Officer
Robert L. Trabert, Chief Legal Counsel
Judie Wright, Senior Financial Analyst - Governor's
Budget Office
Lola J. Bryant, Recording Secretary

NOTE: Marion Davidson was Board Vice Chairman until February 15, 1990, when he was elected Chairman. That is the reason the different titles are used in these minutes.

Board Chairman Davidson called the special meeting to discuss the changing of suspended Director Kiebert's timesheet from leave without pay to sick leave.

Chairman Davidson asked Legal Counsel Trabert to give the Board a brief legal background on the situation.

Counsel Trabert told the Board that he had been asked to review all of the statements submitted by the parties involved concerning the changing of the timesheet of Director Kiebert. He found that the records were changed; albeit that they were ultimately corrected. There was also no question but that Mr. Morgan directed a clerk not under his supervision to make that change. It was also undisputed that there were conversations between the Board Vice Chairman Davidson and Mr. Morgan. It was also undisputed that some time just prior to the initial change there was a conversation between Member Batt and Vice Chairman Davidson wherein the issue of Director Kiebert having to have a surgical operation was discussed. The go-ahead was given and it would be covered by medical insurance. The major inconsistency within the statements was the issue of how this came about. Mr. Morgan stated that he was told by the Vice Chairman of the Board to make the changes in the records; to place Director Kiebert on sick leave. Vice Chairman Davidson stated that he said it was okay for Director Kiebert to go ahead with his plans for the operation and that it would be covered by the State's medical insurance. Counsel concluded that it could well be that neither party had been untruthful. It is logical to conclude that there was a misunderstanding or miscommunication between the parties involved.

March 7, 1990

Acting Director Neumayer said that he had had discussions with Counsel Trabert and that he concurred with Counsel's analysis. It was true that an incident occurred, internal control systems within the Department detected the event, the event was corrected with no financial loss to the Department, and so it could very well have been a misunderstanding. Even so, the records indicated that there was a violation of procedures; a middle-level manager outside of his authority took it upon himself to instruct a payroll clerk not under his supervision to change a payroll record involving pay. Internal procedures were breached. Therefore, it was his recommendation to the Board that they consider it in this light and permit the Department to consider this incident as an operational matter and allow the Department to act on it administratively and internally as they do other matters of this nature.

Member Combo asked Acting Director Neumayer if there should be additional procedures to cover this situation or if he felt that the procedures and policies already in place were sufficient. Acting Director Neumayer stated that the policies and procedures are being reviewed and will be improved if necessary.

Member Combo asked to be enlightened regarding the differences between exempt and classified positions. Counsel stated that statutes provide benefits and protection for classified employees. Exempt employees have none of these protections as far as being tenured or having protection of dismissals for cause.

Member Combo suggested the Board not accept Acting Director Neumayer's recommendation. As to the exempt employee, Member Combo moved that in the best interest of the Department, the Board approval of Mr. Morgan occupying an exempt position as Highway Safety Manager be withdrawn effective as of the last pay period of March 1990.

Member Combo withdrew the motion so the Board could discuss the alternatives.

Vice Chairman Batt was concerned about the legal rights of everybody involved and asked Counsel Trabert if it was proper for them to take such an action without the recommendation of the Acting Director.

Prior to recess, Mr. Morgan was asked if he would like to make a statement or comment. He declined to do so through his counsel, Mr. Manweiler.

Vice Chairman Batt called a recess to have Mr. Trabert call Mr. Hutchinson at the Idaho Personnel Commission and discuss this matter to see that the Board is acting correctly.

Chairman Davidson declared the meeting in session.

The Board went on to the next item on the agenda which was the bid results on the Huetter Visitor Information Center. State Highway Administrator Green requested Board approval to award a contract on the Huetter Rest Area Visitor's Information Center which exceeded the engineer's estimate by more than 10%. The Department would like to award this since the completion time is very short. Vice Chairman Batt so moved. Seconded by Member Combo. The recommendation was approved by the Board. The contract will be awarded to the low bidder Eagle Construction, Co., in the amount of \$128,277.00.

State Highway Administrator Green brought the Board up to date on the Coeur d'Alene Lake fill which will cover up some spawning beds of the Kokanee salmon. The Department is working with the Fish and Game and is very close to resolving the problem. We have reached an agreement on the value of the eggs that will be destroyed. The number of eggs destroyed is being determined.

The Board recognized Counsel Trabert who reported that Mr. Hutchinson informed him that under the statute that created the Traffic Safety Commission, the Director of the Department shall hire all necessary employees.

A motion was made by Member Combo that in lieu of the Board accepting the Acting Director's recommendation, that the Acting Director look into the feasibility and applicability of the regulations. If the regulations so permit, then change the Highway Safety Manager position to a classified position and take it out of the exempt category. The Acting Director would report back to the Board at the regular meeting on March 12. Seconded by Vice Chairman Batt. Motion carried.

WHEREUPON, the Board meeting adjourned at 11:50 AM.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and Approved
April 14, 1990
Boise, Idaho

March 7, 1990

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

March 12, 1990

The Idaho Transportation Board met in regular session in Boise, Idaho on March 12, 1990 at 9:20 AM in the Transportation Building. The following people were present:

Marion Davidson, Chairman - Region 3
Phil Batt, Member - Region 2
John X. Combo, Member - Region 1
Mary F. Detmar, Executive Assistant to the Board
George J. Neumayer, Director(Acting)
G. Keith Green, State Highway Administrator
Jeff Stratten, Public Information Officer
Jack T. Coe, Division Administrator - Federal Highway Administration
Judie Wright, Senior Financial Analyst - Governor's Budget Office

Board Minutes. The February Board minutes of the regular and special meetings were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

April 18-20, 1990 - District 1 & 2
May 17-18, 1990 - Boise
June 24-28, 1990 - WASHTO, Reno, NV
July 18-20, 1990 - Districts 5 & 6
August 16-17, 1990 - Boise
September 13-14, 1990 - Boise

Director's Report. At the special Board meeting on March 7, 1990, the Board asked Acting Director Neumayer to look into the feasibility of reclassifying the Highway Safety Manager position to a classified status. He did that and recommended that the position be restored to classified service as soon as possible for the following reasons:

- Lines of authority have been confusing and not properly defined when a non-classified (exempt) position reports to a classified position. All other exempt positions answer directly to the appointing authority.

- It has been more difficult to control a non-classified position because the incumbents are not subject to merit system provisions and have been more susceptible to outside influence.

- The Highway Safety Manager is a mid-level management position and should be in a category consistent with similar positions in the organization.

March 12, 1990

- Prior to November 1988 the position was classified and functioned efficiently and without problems.

The Acting Director further recommended that he be allowed to resolve the violation of internal procedures as an operational management issue.

Vice Chairman Batt moved, seconded by Member Combo, that the Board accept the Director's recommendation relative to reclassifying the position. Motion carried unanimously.

Board Chairman Davidson announced a ten-minute recess to answer questions from the news media. Chairman Davidson then called the meeting back in order.

Recognizing that the second part of the Acting Director's recommendation did not receive action earlier, Vice Chairman Batt moved, seconded by Member Combo, to amend the previous motion to include approval for the Acting Director to handle the violation of procedures by Mel Morgan as an internal matter. Motion carried unanimously.

Acting Director Neumayer asked the Board about attendance by Bureau Chiefs at the opening session of each meeting. Vice Chairman Batt suggested that attendance be voluntary based on the month's agenda items.

FY91 budget changes recommended by the legislature include

- increasing the employee compensation from 5.8% to 6.1%;
- reducing the operating inflationary factor from 4% to 3.5%;
- deleting the funding for roof repairs of the Headquarters' garage and parking lot improvements at Headquarters; and
- increasing the state contract overlay program from \$6 million to \$8 million.

Acting Director Neumayer briefed the Board on the status of state legislation. Only those bills sponsored by the Department are listed here.

- SB1339, Commercial Drivers License Corrections Bill. Delays implementation of the program until September 1, 1990. The bill has passed both House and Senate.
- HB658, Aircraft Registration Fee Increase. Changes fee to one cent per pound gross weight of an aircraft. The bill is ready for final vote in the House.

March 12, 1990

- HB659, Aviation Fuel Tax Increase. Changes tax paid by the distributor to 4.5 cents per gallon. The bill is ready for final vote in the House.

Vice Chairman Batt encouraged early resolution of the ton mile vs registration issue if legislation was expected for introduction during 1991. He also suggested that if neither concurrent resolution on an interim study committee for the local highway needs assessment was passed, Legislative Council could establish a committee to review the study which was recently completed.

Acting Director Neumayer and Chief of Transportation Services Lydston attended the AASHTO Policy Committee meeting in Washington, DC in February. The Federal Highway Administration presented some of the proposed elements of the new national transportation policy. If the national policy includes a sliding scale of matching ratios from 60% to 80% federal funds for non-interstate highways, Idaho would take serious exception; i.e. the ratio should be 85% federal and 15% local or state. The federal position that state and local governments should bear a greater share of the cost is inconsistent with the fact that most of the western states already have a higher fuel tax per capita than the high population states. In addition, any national proposal that shifts the predominance of federal funding to the interstate system at the expense of the primary and secondary highway systems and critical bridges (both local and state), is not in Idaho's economic interest.

Chief of Transportation Services Lydston gave a status report of Crescent Coalition activities. California agreed to position itself strongly for state discretion, absent of FHWA approval, to transfer up to 20% of total apportionment to either the national highway program or the flexible federal-aid program. This would enhance the Board's ability to apply federal-aid to highways of state priority. The Coalition strongly endorsed the AASHTO position that 85/15 federal/state match should apply to all federal-aid highway projects.

With respect to presenting the Board's recommendations and positions to the Crescent Coalition, the Board authorized Chief of Transportation Services Lydston to represent the Board.

FY91-93 General Aviation Federal-aid Grants. Board Vice Chairman Batt moved that the Board approve the submittal of the General Aviation Multi-year Federal-aid Grant Program to the Federal Aviation Administration (FAA); seconded by Member Combo. Motion carried unanimously. The program is shown in Exhibit 2 which is made a part hereof with like effect.

FY91 State Aviation Grants. Board Vice Chairman Batt moved that the Board approve the FY91 State Grants assuming

the proposed 1¢/gallon increase in aviation fuel tax is adopted; seconded by Member Combo. Motion carried unanimously. The program is shown in Exhibit 3 which is make a part hereof with like effect.

Rule 39.B.80, Issuance of Intransit Permits. Board Vice Chairman Batt moved that Department staff proceed with the revision of Rule No. 39.B.80 (formerly 39.01.31.04); seconded by Member Combo. Motion carried unanimously. The revision clarifies that full licensing and registration of a vehicle is necessary if intransit permits are not purchased prior to movement of the vehicle on a public road.

Rule 39.B.28, Waiver of Penalty for Late Filing of Quarterly Mileage Tax Reports. Board Vice Chairman Batt moved that Department staff proceed with the revision of Rule No. 39.B.28 (formerly 39.01.32.16); Member Combo seconded. Motion carried unanimously. The revision incorporates the new numbering and formatting and includes Idaho Code Section number changes due to recodification of Title 49.

State Highway Administrator's Report. Vice Chairman Batt had received a complaint about litter on Garrity Boulevard in Nampa. District 3 investigated and found only scattered paper. Batt suggested that the District 3 Engineer contact Ron Huter to determine if the problem still exists.

District 4 Engineer Thomas has established a detour route for the Singing Bridge on SH-74 in Twin Falls after discussion with the City, County and Highway District. Detour signs are currently being erected.

During the January Board meeting, a McCall representative asked if winter maintenance levels on SH-55 near McCall had changed in the last 7-8 years. State Highway Administrator Green reported that the District researched the files and found that no distinct change in winter maintenance had occurred since 1980. The McCall delegate will be so notified.

Board Policy B-09-02, Urban Limits and Functionally Classified Highway Systems. The policy was revised to delete reference to the six-year highway development program and only call it the "Highway Development Program."

Member Combo moved, seconded by Vice Chairman Batt, to approve the revised policy. Motion carried unanimously and the Chairman signed the new policy B-09-02.

State Funded Project Selection Criteria. Department staff asked for Board approval of the criteria to be used in the selection of projects for FY91 in the amount of \$6.2 million. Board Member Combo moved that the Board approve the criteria as presented; so moved with no objection.

Rule 39.C.11, Special Permits Responsibility and Travel Restrictions. Board Member Combo made the motion for Board approval on the changes to Rule 39.C.11 for processing through the Administrative Procedure Act; seconded by Vice Chairman Batt. Motion carried unanimously. The rule revision includes a provision whereby oversize loads can stop on a state highway only under emergency circumstances.

Rule 39.C.16, Oversize Permits. Board Member Combo moved, seconded by Vice Chairman Batt, to authorize staff to process amendments to Rule 39.C.16 through the Administrative Procedure Act. Motion carried unanimously. The rule was revised to allow companies operating with oversize implements of husbandry to carry photocopies - rather than an original of the annual permit - as long as the appropriate map containing safety information is attached.

Bridge Safety Inspection Program. Vice Chairman Batt made a motion for Board approval for the Department to solicit consultant proposals for in-depth bridge inspection at an estimated cost of \$80,000; seconded by Member Combo. Motion carried unanimously. The bridges covered in the contract are Hansen, Perrine, Mores Creek and Moyie.

Right-of-Way Use Permit 03-90-123, Route SH-21, Project No. ST-3291(535), Key No. A1774. Board Member Combo moved that the permit for relocation of an existing approach 12 miles N.E. of Lowman be approved; seconded by Vice Chairman Batt. Motion carried unanimously.

Utility Accommodation Policy and Rule No. 39.C.43. Vice Chairman Batt moved that the policy be adopted as revised; seconded by Member Combo. Motion carried. As a result of Board inquiry in January, staff revised the policy to better define "reasonable cost" and criteria for determining alternate locations. Rule 39.C.43 incorporating the policy by reference will be processed through the Administrative Procedure Act.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

EACS-RS-3782(002), Key No. 0694 - Amity Road to I-84, Ada County. Construction of the roadway to include grading, drainage, and plantmix pavement, on SH-69 from MP-7.2 to MP-9.2. Low bidder: Nelson Sand & Gravel Co., Inc., Boise, Idaho - \$1,786,324.70.

DE-0083(805), Key No. 4238 - Myrtle Couplet Str., State 1, Ada County. Work to consist of grading, drainage, reinforced earthwall and bridge abutment on Front Street and Myrtle Street between 23rd and 13th streets. Low bidder: Nelson Sand & Gravel Co., Inc., Boise, Idaho - \$1,478,817.50.


M-8753(001), Key No. 2613 - US-95 to 3RD Ave., South; Payette, Payette County. Project consists of constructing the roadway including grading, drainage, and plantmix pavement on US-95B from MP-66.855 to MP-1.159. Low bidder: Ontario Asphalt & Concrete, Inc., Ontario, Oregon - \$1,280,791.14.

IR-184-1(17)4, Key No. 4655 - Chinden I.C.. Project consists of asbestos removal on the Chinden I.C. The Bid was awarded to: Interstate Industrial Mechanical, Inc., Boise, Idaho - \$86,869.

Board Member Combo moved that the Board accept the results of the bid openings; seconded by Vice Chairman Batt. Motion carried unanimously.

Out-of-state Travel. Acting Director Neumayer asked for approval to attend an IBM Information Systems Workshop in Phoenix, Arizona in April. Member Combo moved, seconded by Vice Chairman Batt, to approve the trip. Motion carried unanimously.

WHEREUPON, the Board meeting adjourned at 2:30 PM.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and Approved
April 14, 1990
Boise, Idaho

SUPPLEMENT TO THE MARCH 1990 MEETING OF THE IDAHO TRANSPORTATION BOARD

March 27, 1990

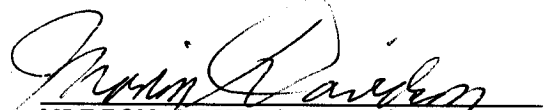
Through telephone contact with Board Chairman Marion Davidson, Vice Chairman Phil Batt and Member John X. Combo on March 27, 1990 the Acting Director obtained approval of the Department's plan for implementation of Senate Concurrent Resolution 142, the employee's salary plan for FY91. Following are the basic elements of the plan:

- All employees currently rated as satisfactory or better will receive a 5% increase effective June 10, 1990.
- Additional merit increases may be authorized later depending on availability of funds. Any merit program will be based on the effectiveness of managerial cost conservation measures.

March 27, 1990

- If savings have been generated on or before October 1, 1990, additional 2.5% increases will be allowed in the form of lump sum bonuses to individuals below step G.

The 1990 legislative merit salary plan included an incentive provision to recognize outstanding performance if cost savings were realized. That savings was evident and seventy \$1,000 lump sum bonuses will be given to outstanding performers below the level of Section Supervisor before the end of this fiscal year.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and approved
April 14, 1990
Boise, Idaho

March 27, 1990

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

April 18-20, 1990

The Idaho Transportation Board met in regular session in Boise, Idaho on April 18, 1990 at 8:00 AM in the Transportation Building. The following people were present:

Marion Davidson, Chairman - Region 3
 Phil Batt, Vice Chairman - Region 2
 John X. Combo, Member - Region 1
 Mary F. Detmar, Executive Assistant to the Board
 George J. Neumayer, Director (Acting)
 G. Keith Green, State Highway Administrator
 Jack T. Coe, Division Administrator - Federal Highway Administration

Delegation - State Senator Joyce McRoberts regarding State Designation of Clear Lakes Grade and Wendell-Buhl Highway. Senator McRoberts, Representative Morrison and representatives of the West Point Highway District reiterated their request to place the roads from Wendell to Buhl (FAS Route Nos. 2773 and 2765), including Clear Lakes Grade (FAS Route No. 2709), on the state highway system. Even with the \$3 million authorized by the state legislature from general fund surplus for construction of the Grade, the delegation believed state designation of the entire route was necessary because of increased traffic generated as soon as the Grade is constructed on a new alignment.

Using the Board-approved criteria for highway evaluation, staff gave the entire 14.39 miles of highway a rating of 72 which makes it eligible for state designation. Staff estimated that \$15.94 million would be needed to bring the route to federal-aid standards. Annual maintenance costs would be approximately \$59,000. Chairman Davidson believed any state designation was premature in light of the Department's financial constraints.

Board Vice Chairman Batt pointed out that the Board has lost its authority to remove routes from the state highway system due to passage of SB1433. The new law requires local consent of all road abandonments or additions. This loss of authority, coupled with all the requests to add roads to the state system, makes it difficult for the Board to maintain system balance and integrity. However, he believed that the Grade should be built but that staff should recommend the best way to construct it without permanent responsibility for the whole route.

The Board asked staff to look at federal-aid involvement in construction of the Grade and report at the May Board meeting. In the meantime, staff was directed to work with

April 18, 1990

the West Point Highway District in the design review of the Grade and estimates for construction.

Delegation - Hagerman Highway District Commission regarding State Designation of Wendell-Hagerman Highway. Commissioners reiterated their request to the Board to give state designation to local Route No. FAS 2775 from US-30 south of Hagerman to the I-84/SH-46 spur interchange west of Wendell. The request was made again because of increased traffic resulting from the Hagerman Fossil Beds National Monument and pending construction of a museum at that location in three to five years. The state designation and subsequent improvement would facilitate westbound traffic on I-84 exiting at Wendell and bound for the National Monument.

Highway District Commissioners noted that local funding was insufficient to support the increased visitor use and that the state used the highway to haul material from a state-owned materials source. State Representative Tom Morrison also supported the addition of the route to the state highway system.

Using the Board-approved criteria for highway evaluation, staff gave the 8.6-mile highway a rating of 68 without including anticipated traffic to the museum, and a rating of 72 with the projected visitors. The latter rating makes it eligible for state designation. The District's cost estimate to bring the road up to standard is \$3.4 million. Annual maintenance costs would be \$27,500.

The Board noted that requests for state highway improvements are exceeding available funding and that Senate Bill 1433 recently passed by the Idaho Legislature requires local consent for removals from the state system, thereby tending to make the state highway system larger. The Board recognized the importance of the Wendell-Hagerman route to tourist traffic but deferred any decision on state designation pending the outcome of increased revenue and final resolution of pending removals from the state highway system.

Delegation - Burley Highway District Commissioners regarding 500 South Road, Phase II, Project RS-2839(002)Key 4003. State Highway Administrator Green provided a history of the project to the Board and Commissioners. All Department records indicate that proper notification of the federal-aid secondary exchange program was given to the Highway District - a fact disputed by the Highway District's attorney.

The Board directed staff to investigate a partial funding of the project's second phase at a lesser standard. Results will be presented to the Board at a future meeting.

Board Tour of Districts 2 and 1. The Board and staff left Boise via state plane and landed at Idaho County Airport, Grangeville. They were met there by District 2 Engineer Clayton and Assistant District 2 Engineer Ross.

On the way to Lewiston, the group viewed progress on the Lawyer's Canyon project and the new alignment for the Ferdinand to Lawyer's Canyon portion of US-95. Chairman Davidson met privately with Ferdinand property owner Willie Frei.

The Board meeting reconvened at the District 2 conference room at 11:45 AM.

Board Minutes. The minutes of the regular and special March Board meetings were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

May 17-18, 1990 - Boise
 June 24-28, 1990 - WASHTO, Reno, NV
 July 18-20, 1990 - Districts 5 & 6
 August 16-17, 1990 - Boise
 September 13-14, 1990 - Boise

Director's Report. Acting Director Neumayer summarized the outcome of legislation which was sponsored by the Department that passed during the 1990 session:

- Commercial Drivers License (CDL) implementation date was delayed until September 1990.
- Aircraft registration fee was increased to one cent per pound gross weight.

Other legislation affecting Department operations which passed included:

- Utility trailer plate registration for one-, five- and ten-year periods.
- Uninsured motorist: three-year suspension for person found guilty of not having liability insurance.
- Legislative committee to study final report on highway needs.
- Interest on highway funds to be credited to various highway accounts (rather than general fund).
- Railroad grade crossing protection account increased to \$150,000 annually.

- Additions or deletions from state highway system must have local consent.
- \$15.5 million to local roads and bridges from general fund surplus.
- Underground facilities: notification of owner before excavation or demolition.
- Motor vehicle and motorhome dealer common bond.
- Centennial license plates to continue after Centennial.
- Registration of 4-wheel all-terrain vehicles as motorcycles.

In other business, Acting Director Neumayer informed the Board that the Fish and Game Department had apologized for making public an internal disagreement on the mitigation of the Kokanee fish kill in Coeur d'Alene Lake.

A District Court judge denied the preliminary injunction and restraining order in the Mel Morgan lawsuit. Regarding time sheet security, Financial Control has established a system to immediately record any change affecting pay.

At a State and Local Government Executive Workshop, Acting Director Neumayer heard the latest in data processing systems development and shared examples of programs in other states with the Board and staff.

During the WASHTO Chief Administrative Officer's conference in Salt Lake City, he participated in discussions regarding the future federal highway legislation.

Joint Meeting with Washington Transportation Commission. The Idaho Board and Washington Commission met in joint session at 2:30 PM in Clarkston, Washington to listen to the following delegation.

Delegation - Bryden Canyon Road Task Force, Lewiston, and Improvements to SR-128, Clarkston. A presentation was given to the joint meeting of the Idaho Transportation Board and the Washington Transportation Commission in Clarkston, Washington. The Idaho group is seeking assistance in its attempt to secure federal-aid demonstration funding to build a new route along Bryden Canyon. The Washington group is joining in that effort to finance improvements to State Route 128.

While the Idaho Board does not endorse demonstration projects, it recognized that some may be included in the next federal act. The Task Force will be advised that if that

happens, the Board supports the group's efforts in applying for demonstration funds.

After the delegation, the Idaho Board, Washington Commission and their respective staffs toured the Ports of Clarkston, Lewiston and Whitman County on a tugboat. A social hour and dinner at the hotel followed. The following topics were discussed informally by the groups:

- Recently passed Washington legislation that would allow the Port of Clarkston to participate in funding of improvements on Down River Road in Idaho.
- Status of Local Rail Assistance funding for the rehabilitation project on the proposed Camas Prairie extension. Basically the states are waiting on the railroad for the next step.
- Issuance of regional overlegal size and weight permits in Oregon, Washington and Idaho has been implemented.
- Recruitment and retention of engineers is difficult in Washington.
- The western states must work together on the 1991 Surface Transportation Act.

The joint meeting ended at 9:00 PM.

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The Board meeting reconvened at the District 2 conference room at 7:15 AM.

Response to Payroll Processing Audit PR&E 89-21. Acting Director Neumayer outlined the action taken on several items contained in the audit: coding of costs prior to authorization, costs for in-house training, and clarification of training meetings and seminar needs.

Department Audits. Acting Director George Neumayer presented the current status of audits conducted on ITD activities since April 1989. The list included audits performed by the federal government, legislative auditors and ITD's internal audit staff. Of the 28 audits, 15 are complete.

Readoption of Rules. Section 67-5205, Idaho Code, requires that "each agency shall compile, index and publish all effective rules.... Compilation shall be supplemented or revised as often as necessary and at least every two (2) years...." Without objection, the Board approved the list of rules currently in effect and authorized its Executive

April 19, 1990

Assistant to publish the same in accordance with the Administrative Procedure Act. That list is shown in Exhibit 4 which is made a part hereof with like effect.

Legal Report. The Board had no questions on the quarterly report of pending legal cases.

Commercial Driver's License Program - Third-party Tester Program. Third-party contractors are being sought by the Department to conduct skill tests for the Commercial Driver's License (CDL) program. Third-party testers must be trained to administer skill tests to meet minimum federal requirements.

Grant money from the Federal Highway Administration (FHWA) in the amount of \$60,000 is available to implement the CDL and could be used to reduce the cost of training for third-party contractors.

Without objection, the Board authorized an amount not to exceed \$35,000 of the FHWA CDL grant monies to guarantee payment for 60 students to the company selected to train third-party testers.

Motor Vehicle Accounting Bad Check Report. From September 1983 to March 31, 1990, a total of \$639,668.99 in returned checks was processed; \$552,221.86 has been received representing an 86% collection rate.

Motor Carrier Advisory Committee (MCAC) Task Force on Weight Distance Tax. In conjunction with ITD, the MCAC undertook a study, through a designated task force, to determine the feasibility of replacing Idaho's weight distance tax by increasing the registration fees for trucks with a gross weight over 60,000 pounds. When the task force reviewed the data compiled by consultants, it became obvious that the resulting registration fees to make up for the amount of money collected through the weight distance tax would be too high. The task force believed that some of the revenue would have to be made up from an increase in fuel tax.

The MCAC recommended that:

- a significant effort should be made to bring equity between the truck tax structure and highway use;
- a joint effort should be made between ITD and the Department of Revenue and Taxation to create a database which reflects the entire motor vehicle registration, weight distance tax and fuel tax collection process;
- the resulting database should be developed so that conclusions can be reached about evasion; and

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- serious consideration should be given to placing the administration of all motor carrier functions (i.e. fuel tax, registration, permits) under one state agency to effect efficiency and simplification.

Without objection, the Board authorized the Department to work with the Department of Revenue and Taxation to develop a database through which fuel tax and weight distance tax comparisons could be made. Staff was also directed to work with the trucking industry in the development of a new truck taxation plan that would maintain revenue neutrality and reduce evasion. The Acting Director will talk with Governor Andrus about placing motor carrier functions in one agency and report back to the May Board meeting.

State Highway Administrator's Report. Regarding the proposed abandonment of I-90 east of Coeur d'Alene and accommodation of the Centennial Trail, the Board directed the Department to rescind its offer to the East Side Highway District. The Department is to also rescind its offers to local jurisdictions on the proposed abandonments of portions of SH-7 and SH-64. Both actions are a result of state legislation (SB1433) passed during the 1990 session. That bill required unanimous consent by the local road jurisdiction prior to addition or deletion of a road from the state highway system.

FY91 State-funded Projects. The Districts worked with local governments to select "hot spot" projects eligible for state funds. These proposed projects totaled \$2.1 million.

Also identified were "system deficiency" projects that emphasized pavement cracking and roughness problems plus bridge deck or bridge replacement problems that were not eligible for federal reimbursement. These proposed projects totaled \$4.58 million.

An editorial change was recommended for the state-funded criteria to clarify the conditions under which right-of-way acquisition may be funded with state money. The revision would allow right-of-way purchase if the purchase was not expected to delay state-funded expenditures beyond the planned project implementation year.

The East First Street project in Meridian was proposed to be increased by \$100,000 to accommodate a \$200,000 shortfall experienced by the City due to its failure to obtain an expected community development block grant. It was anticipated that Ada County Highway District (ACHD) would increase its share of the project by \$100,000 to make up the difference.

Without objection, the Board approved the "hot spot" projects but asked that the "system deficiency" projects be brought back in May with a list of the projects that were

requested but rejected. The Board approved the increase in the Meridian East First Street project subject to a signed agreement with ACHD to take over jurisdiction of the portion of SH-55 through Meridian. The change to state-funded project selection criteria will be resubmitted in May.

Federal-aid Secondary (FAS) Projects. The exchange program was so well received in FY89 that insufficient local FAS funds are available to take care of some projects that were in progress at the time the exchange began. Staff recommended that a loan of \$3.5 million of FAS funds be loaned to seven projects over the next four fiscal years to allow construction. Those projects are as follows:

Soldier Road, Stages I and II - Camas County
 SH-27, West - Oakley Highway District
 Grandview Road - Mountain Home Highway District
 Montevue Road - Jefferson County
 Reubens Road - Central Highway District
 Sommercamp Road (paving portion) - Gem Highway District
 Deadman's Corner - Filer Highway District

Assuming continuation of the existing FAS funding level, the Board approved, without objection, the recommended loan of state FAS funds of \$875,000 annually. The projects will be included in the secondary development program as appropriate.

District Sign Status. District 6 spring inventory showed a large number of illegal signs. They are gradually removed throughout the year by owners upon notification by the district personnel. The Board also noted that a large number of non-conforming signs remained in District 4. A comment on the status report indicated that when US-30 was reclassified from federal-aid secondary to federal-aid primary in District 4, an additional 70 signs came under control of the State's Highway Beautification Act.

The Board asked that an annual report of sign status be provided rather than a quarterly report.

Execution of Correction Deed, Lawyers Canyon-Craigmont, US-95, Project Number F-RRP-RRS-4113(75), Key Number 2500. Parcel 27-R was exchanged to the abutting property owner for the right-of-way. After filing, an error was found in the closing.

Without objection, the Board signed the document and directed staff to file the correction deed.

Status Report on State Railroad Grade Crossing Protection Funds. Total balance carried forward from FY89 was \$24,581. Money transferred from Motor Fuel Tax was \$50,000 and adjustments for completed projects was \$20,122, leaving a balance of \$94,703. Obligations for FY90 were \$59,218 and

proposed obligations of \$70,000 leaving a negative balance at the beginning of FY91 of \$34,515. Money transferred from Motor Fuel Tax for FY91 will be \$150,000 with proposed obligations for FY91 of \$109,000 leaving a balance of \$6,485 in the account at the end of FY91.

Right-of-Way Use Permit 06-90-071, Route US-26, Project No. S-6742(4), Key No. A0048. Without objection, the Board approved the application for a quitclaim deed from Mr. Hunter for a permit for relocation of an approach at Station 37+11 to the LDS Church.

Right-of-Way Use Permit 03-90-127, Route SH-19, Project No. M-7823(001), Key No. C0136. Without objection, the Board approved the exchange deed for relocation of the existing approach to the William and Melinda Weivoda Trust property.

Design Approval of Karcher Interchange, Route I-84, Project No. IR-84-1(13)33, Key No. 3214. The Karcher Interchange was approved for location by the Board on April 16, 1987.

On January 31, 1990 a design hearing was held to receive testimony on the interchange design and alternatives for access from Karcher Road and Middleton Road. Hearing testimony favored Karcher Interchange as designed with Alternative A which provides for an improved truck access from the north side of the interchange to Karcher Road.

Without objection, the Board approved the design for Karcher Interchange with Alternative "A" and the design of Middleton Road Connection, if alternative funding could be found.

Permission to Retain Consultant to Review Shop Drawings and Provide Engineering Support, Route I-184, Project No's. I-IR-184-1(13)4, DE-0083(809), IR-184-1(4)4, DE-0083(804), IR-184-1(16)4; Key No's. 3807, 4288, 2762, 3976 and 4603. The contract was awarded on January 9, 1990. Staff requested permission to retain the consultant who designed the Project (CH2M-Hill) to perform the following construction engineering items. 1) Check shop drawings; 2) prepare as-constructed plans and update original tracings; and 3) provide consultation on construction problems and critical path analysis.

Without objection, the Board approved the use of CH2M-Hill for consulting services. The estimated cost of the agreement is \$98,000; approximately 0.6% of the total contract price.

Status of Current FY Program Obligations. The quarterly report showed the year-to-date obligations for FY90 to be a little ahead of the targeted figure.

April 19, 1990

Use of Waste Plantmix Material and Aggregate Base.

Waste plantmix material and aggregate base removed from various Twin Falls street projects in the early 1980's has been stockpiled in the Twin Falls yard. Staff recommended that the material be declared surplus material and sold to the Twin Falls Highway District for \$0.50/C.Y.

Without objection, the Board approved the sale of the plantmix and aggregate base to the Twin Falls Highway District.

Roadside Facilities Program - Annual Update. Board Policy B-05-14 requires an updated map showing existing and proposed facilities be presented each year for approval. That map is shown in Exhibit 5 which is made a part hereof with like effect.

Without objection, the Board approved the updated map showing the changes which reflect the Department's current policy.

Request from Western Trailers to Build a Logging Combination in Excess of 75 ft., and Operate it on Routes SH-21, SH-52, SH-55 and US-95. Current rule allows this combination to operate by special permit on SH-16 and SH-44, but restricts its operation on the requested sections. Staff recommended denying the Western Trailers' request based on the increased safety hazard of passing the proposed combination.

Without objection, the Board agreed with the recommendation and denied the request and directed staff to notify Western Trailer of their decision. The Board believed that if the combination was allowed on SH-21, as an example, it would have to be allowed statewide.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

M-7316(006), Key No. 2369 - Holmes Ave., 9th to 17th, Idaho Falls, Bonneville County. Low Bidder was H-K Contractors, Inc., Idaho Falls, Idaho; - \$1,235,917.06.

STM-0002(526), Key No. 4155 - District Wide Guardrail, Latah County. Low Bidder was Frank Gurney, Inc., Spokane, Washington - \$98,777.00.

STM-90-1(529)59, Key No. 4607 - Brooming and flushing pavement and guardrail lines, and cleanup of raised median as directed, Silverton to Montana State Line. Low bidder was Aero Power-Vac, Inc., Missoula, Montana - \$29,535.80.

STM-5110(600), STM-5120(601) and STM-5120(602), Key No.s 4606, 4743 and 4744 - Brooming and flushing pavement and

guardrail/curb lines, cleanup of sidewalks, islands, curbs and gutter as directed Bonners Ferry area, Priest River and Oldtown, Boundary and Bonner Counties. Low bidder was Aero Power-Vac, Inc., Missoula, Montana - \$29,339.60.

STKP-4532, STKP-4556 and STKP-4562, Key No.s 3683, 4340 and 4523 - West Kimama, Heyburn I.C., and Md-43 Blaine, Cassia, Jerome, Lincoln and Minidoka Counties. The low bid was more than ten percent over the engineer's estimate. With very similar unit bid prices on the second bidding of this project, it appears that a lower bid cannot be expected with another advertisement. The Board agreed with staff recommendation to award. Low bidder was Kloepper, Inc., Paul, Idaho - \$226,758.80

District 1 Headquarters Relocation, DPW Project No. 88-570. The contract portion of this project is being administered by the Department of Administration, Division of Public Works (DPW). The project is divided into five contract phases. The latest bid was submitted on Phase 3 on April 3, 1990. The architect's estimate was \$1,107,000. Based on the favorable bid, the Board was told that staff directed DPW to award the contract to the low bidder, Panco, for \$978,820.

District 2 Headquarters Office Remodel and Conference Room, DPW Project No. 89-573. This project has been developed by the Department of Administration, Division of Public Works (DPW) and provides an addition of a 1250 square foot conference room and remodel of the existing 600 square foot conference room into office and computer equipment space.

The architect's estimate was \$185,000, making the low bid of Kenaston Corporation 20% above the estimate. Staff requested permission for DPW to authorize award of contract to the low bidder because it was doubtful that readvertising the project would result in lower bids.

Without objection, the Board approved the DPW low bidder Kenaston Corporation for \$222,255.

Continuation of District 2 Tour. From Lewiston the Board traveled by mini-bus to St. Maries via US-95, SH-6 and SH-3. There the group lunched with Jack Buell, member of the Motor Carrier Advisory Group and former County Commissioner, and Cy Chase, former State Senator. The men requested improvement of Peedee Hill and the group looked at the hill after lunch.

From St. Maries, the tour continued to the Coeur d'Alene Municipal Airport via SH-5 and US-95. From there, the Board and staff flew by state plane to Bonners Ferry.

Delegation - Senator Tim Tucker regarding Improvements to US-95 North of Bonners Ferry to Eastport, Canada. Senator

April 19, 1990

Tucker asked the Board to accelerate projects planned on US-95 saying the traffic in the area is the highest in the state. The Board directed the District to forward traffic information to Senator Tucker. The Board traveled the

highway to Eastport and back to Bonners Ferry, then flew back to Coeur d'Alene where they remained overnight.

The tour on Thursday officially ended at 6:30 PM.

April 20, 1990

The Board reconvened at 7:30 AM and began the third day of the tour by departing the hotel in a double-decker bus for a tour of the City of Coeur d'Alene conducted by City Council President Dixie Reid. She explained the City's plans for downtown revitalization and specifically the improvements to Lakeside Avenue. The group ended the tour at City Hall.

Delegation - City of Coeur d'Alene regarding Funding for Lakeside Avenue, Project M-2800(013), Key 4451. City Council President Reid presented a picture of the funding needed for the next phase of downtown rehabilitation. With the already programmed \$740,000 in the federal-aid primary program, plus local support in the amount of \$1,789 million, the City still has a shortfall of \$1,087 million.

The Board was impressed with the professional presentation and indicated it would take the matter under advisement. Additional state-funded projects will be discussed again at the May meeting, then all highway projects will be prioritized during the September meeting. The City will be advised if additional funding is programmed for this project.

Continuation of District 1 Tour. From Coeur d'Alene, the group drove east on I-90, looked at the Bennett Bay Bridge, the area where I-90 slid into the Coeur d'Alene Lake, and the Wallace I-90 projects. During lunch in Wallace, the following additional Board items were discussed.

Brochure of Idaho's Roadside Historical Markers. The information has been updated on existing and new historical sites. Bids have been solicited for the production and publication of 10,000 booklets. The approximate cost of each will be between \$2.70 and \$3.00.

Without objection, the Board approved the sale of the booklets to the public at the Department's cost. The resale of booklets by outside vendors will be prohibited.

Rule 39.B.07, Titling of Specially Constructed and Reconstructed Motor Vehicles. The subject rule is in effect under emergency provisions which will expire April 29, 1990. A public hearing was advertised and held on April 17, 1990 to

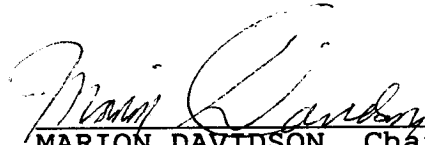
April 20, 1990

give the public an opportunity to comment. One person attended the hearing. A transcript of the hearing is included in the Rule File.

When the emergency rule was reviewed by the House Transportation Committee during this last session, a concern over glider kits was discussed and legislation was subsequently introduced (HB853) and passed to exclude glider kits from the definition of a reconstructed vehicle. The rule will be revised to reflect that legislation. In the meantime, it is necessary to extend the emergency period 60 days in order to process the permanent rule. This extension is allowed under Section 67-5203(b), Idaho Code.

Without objection, the Board approved the proposed revision in the rule to implement HB853 and authorized the extension of the emergency period for 60 days.

Continuation of District 1 Tour. From Wallace, the group returned on I-90 to Coeur d'Alene where the Board meeting and tour officially ended at 2:30 PM.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and Approved
May 18, 1990
Boise, Idaho

April 20, 1990


SUPPLEMENT TO THE APRIL 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

April 27, 1990

Through telephone contact with Board Chairman Marion Davidson and Vice Chairman Phil Batt on April 27, 1990, the Executive Assistant to the Board obtained approval of the following bids:

ST-7963(511), Key No. 4618 - 11th Avenue Underpass, Nampa Canyon County, consisting of constructing drainage; sidewalks; urban approaches; curb and gutter; remove concrete pavement and resurface on 11th Avenue South and North; signing and striping MP-58.862 to MP-59.536; Underpass, Nampa. The low bid was more than ten percent over the engineer's estimate. After comparing these bids and ones from a previous advertisement, staff determined that they were comparable and readvertising would not be beneficial. The project needs to be completed by June 15, 1990 to avoid further deterioration of the road surface and to prepare for a sealcoat scheduled this summer. Staff recommended award of the project; the Board agreed. Low bidder was Gillingham Construction, Inc., Boise, Idaho - \$138,705.20

STKP-6696, Key No. 4658 - Challis yard Stockpile Custer County consisting of crushing and stockpiling cover coat at Source CU-39, and road mix aggregate at the Challis Maintenance Yard. The low bid was more than ten percent over the engineer's estimate. The District recommended award based on the need for the material, and little savings to be generated as a result of a readvertisement. The mobilization item should have been increased because of the remoteness of the area. An adjustment to that item would bring the low bid to within ten percent of the engineer's estimate. The Board concurred in the recommendation to award. Low bidder was Maverick Construction Co. Inc., Burley, Idaho - \$119,906.00.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and approved
May 18, 1990
Boise, Idaho

April 27, 1990

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FRONT

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

May 17-18, 1990

The Idaho Transportation Board met in regular session in Boise, Idaho on May 17, 1990 at 8:15 AM in the Transportation Building. The following people were present:

Marion Davidson, Chairman - Region 3
 Phil Batt, Member - Region 2
 John X. Combo, Member - Region 1
 Mary F. Detmar, Executive Assistant to the Board
 George J. Neumayer, Deputy Director
 G. Keith Green, State Highway Administrator
 Jeff Stratten, Public Information Officer
 Jack T. Coe, Division Administrator - Federal Highway Administration
 Judie Wright, Senior Financial Analyst - Governor's Budget Office

Prior to officially convening the regular session, the Board and staff made an on-site review of a pedestrian crossing at 8th and Front Streets in Boise which is the subject of a delegation later this date.

Board Minutes. The April Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

June 24-28, 1990 - WASHTO, Reno, NV
 July 18-20, 1990 - Districts 5 & 6
 August 16-17, 1990 - Boise
 September 13-14, 1990 - Boise
 October 17-19, 1990 - Districts 3 & 4

Delegation - Co-Chairmen of the Legislative Council Committee on Local Highway Needs, the Local Highway Needs Assessment Council (LHNAC), and Representatives from Cities, Counties and Highway Districts. Co-Chairman Representative Sessions said he expected the Committee to meet in late June to establish goals and formalize the Committee's activities. The Committee will meet with LHNAC members to review the needs assessment. He speculated that five regional hearings would be scheduled to present the study's findings to the public and gather citizen opinion of highway issues. He expected that the Committee would meet once or twice after the public hearings to review findings and formulate recommendations. The Committee should complete its work by November 30, 1990.

Co-Chairmen Senator Carlson and Representative Sessions acknowledged the genuine problem of Idaho's deteriorating highway system and welcomed the opportunity for input from

May 17, 1990

Idaho's citizens on local and state highway matters. He believed the public does not perceive the immensity of the problem and it is incumbent on the Committee to convince Idaho citizens of the highway dilemma.

Board Vice Chairman Batt was delighted with the makeup of the legislative committee and suggested the Board members attend the regional meetings to speak about the difficulty in funding highway needs. Mr. Batt also believed the Committee should look at the Board's role in abandonments and additions to the state highway system.

Legislative Council Director Myran Schlechte said a public relations effort must be done and, given the facts, the public would make the right decision regarding funding. Co-Chairman Sessions agreed that if the public is sold about the need and that existing money is being used wisely, the people will support a revenue increase.

Acting Director Neumayer commented that this is the first time in his 25+ years with the Department, that a united effort has been exhibited between the state, cities, counties and highway districts. He offered the Department's help in coordinating information and meetings. He designated Chief of Transportation Services Lydston as the Department's contact with the Committee.

Representatives from the local associations offered their support to the Committee's efforts.

Meeting with Governor Cecil D. Andrus. The Board discussed several subjects with the Governor: status of Fish and Game's sportsman's access sign program (see SHA's report); need for a larger, pressurized state plane; recent legislation (SB1433) regarding the Board's authority to abandon/add roads to the state highway system; the Department of Public Work's involvement in ITD projects; combining vehicle registration and weigh-distance/fuel tax collection in one agency; and services provided by ITD without reimbursement (see later discussion in minutes.)

Delegation - Ada County Highway District. A representative from ACHD concurred with the staff recommendation that action on funding for the widening of Broadway Avenue Bridge over the Boise River in Boise be deferred until the September Board meeting when all highway and bridge projects are prioritized.

Director's Report. Acting Director Neumayer attended the North Idaho Chamber of Commerce meeting in Bonners Ferry. He described the history of projects on US-95 and those that are under development.

Mr. Neumayer met with the Governor to discuss the possibility of placing vehicle registration, weight distance

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and fuel tax collection in one agency. The coordination will require legislation and a task force will be established to study the issue and present a recommendation. The task force membership will consist of representatives from Transportation, the Tax Commission and two members of the Motor Carrier Advisory Committee.

Executive Order 90-2 was issued by the Governor in error. Mr. Neumayer has been working with the Governor's Office to revise the order which originally relieved ITD from the responsibility to disseminate rail planning funds.

Acting Director Neumayer summarized the review of external audit PR&E 89-22, by the FHWA stating that all responses were considered acceptable and the findings closed.

Revision to Board Policy B-01-08 and Administrative Policy A-01-08, "Political Activities." Idaho Legislative action on Senate Bill 1558 repealed Section 40-318, Idaho Code, and added a section giving Department employees and officers the same political rights and limitations as are already granted to other state employees. The Board approved the revision of Board Policy B-01-08 to incorporate the new regulations.

Process for Scheduling Internal Audits. Acting Director Neumayer briefly summarized the system used by the Internal Review Manager to schedule internal audits. The process is basically a risk analysis. The overall risk analysis process is performed on an annual basis when the audit schedule is prepared. Audit segments are scheduled as much as are feasible in descending order of total risk value.

Unreimbursed Annual Costs of External Services Required by Idaho Code or Requested of Legislative or Executive Branches. Acting Director Neumayer discussed the preliminary survey of the annual cost of unfunded or underfunded external service required by Idaho Code. The total annual cost amount identified to date is over \$8 million. Most of these costs were in the Motor Vehicle area.

Salary Adjustment for Exempt Positions. The Board authorized a salary increase for the four exempt positions of Acting Director, State Highway Administrator, Chief Legal Counsel and Executive Assistant to the Board. This adjustment, effective June 10, 1990, is in line with the increase provided to classified employees authorized by SCR 142 and approved by the Board on March 26, 1990.

Delegation - Capital City Development Corporation (CCDC) regarding a Traffic Signal at 8th and Front Streets in Boise. CCDC Chairman Sara Baker outlined Boise's commitment to an at-grade signalized pedestrian crossing. She indicated that in 1987 an ITD employee agreed to a signal at this location. The District 3 Engineer also approved a traffic loop conduit

May 17, 1990

for a future signal as part of the Boardway-Chinden connector project. Chairman Baker asked the Board to overrule District 3's recent reversal of a compromise reached in 1987 to allow the signal. A spokesperson for the Downtown Business Association said that 8th Street is a designated pedestrian/bicycle corridor and a light is needed to assist in crossing the five-lane Front Street. She said if the traffic counts taken on April 12 and 13 included bicycles, the figures would increase to a point where a signal was near warrant.

A spokesman for the 8th Street Marketplace said a signal at 8th and Front would help the area become profitable again.

Boise City Council Member Wetherell asked why the traffic loop conduit was placed at 8th Street if there was never an agreement to install a signal. He believed the downtown plan would be destroyed if a signal was not built.

State Senator Reents worked on the downtown redevelopment activities and believed the agreement for a signal was hard and fast.

Chairman of the Board DeChambeau of the Greater Boise Auditorium District submitted a letter supporting the installation of a signalized at-grade pedestrian crossing. In addition, the eventual construction of an above-grade crossing at the same location is an essential part of the Auditorium District's development plans and urged continuation of its development.

State Highway Administrator Green told the Board that official counts taken at the site did not warrant a signal.

District 3 Engineer Dick said that staff could not find any record of an agreement to install an at-grade signal. He explained the traffic loop conduit was placed at the location in anticipation of a pedestrian crossing someday which would be based on traffic warrants.

Vice Chairman Batt did not want to unduly impede traffic on the main thoroughfare but recognized that good public relations would dictate installation of a signal.

The Board took the matter under advisement and indicated it would make a decision later in the meeting.

State Highway Administrator's Report. Mr. Green reported that meetings have been held with personnel from the Department of Fish and Game (DFG) regarding a sportsman's access sign program. DFG will furnish the signs; ITD will provide sign posts and installation; DFG will reimburse ITD for sign costs; and ITD will pay for installation. Correctional Industries is also making some "Wildlife Management Area" signs for DFG which will be installed on state highway

right-of-way. The same procedures will be followed for funding and installation.

At the last meeting, the Board asked if other states would honor a recent change in Rule 39.C.16 which allowed a photocopy of the annual permit rather than the original to be carried in a vehicle. Mr. Green explained that since annual permits are not covered in the tri-state agreement with Oregon and Washington, the use of photocopies was not an issue.

The Board asked for a breakdown of vehicular miles of travel by District. Those figures were presented for 1989. Chairman Davidson asked for a further breakdown of the types of vehicles represented in the commercial category. That will be provided at the next Board meeting.

Sale of Motor Vehicle Records. House Bill 860 stated in Section 9-337(8), Idaho Code, that "A public agency or official may establish a copying fee schedule. The fee may not exceed the actual cost to the agency of copying the record if the fee is not otherwise provided by law."

The Board requested Department staff to write a rule designating the Director to establish administrative procedures and charges for the sale of computer files to the public. The proposed rule will be presented to the Board at the August meeting.

Issuance of Certificates of Title at each County Assessor's Licensing Office. Doug Kraemer, Chief of Motor Vehicles, reported to the Board that through development of new in-house programs and systems, as well as discussions and working with other AAMVA jurisdictions, the Department is moving closer to making this process a reality for the future. Several options were discussed with the Board covering the various methods that could be used to incorporate this process into the Department's future programs.

Border Zone Reciprocity Between Idaho and Washington. Section 49-201(2), Idaho Code, gives the Board the authority to enter into an agreement that establishes a free border zone for commercial and farm trucks entering the Port of Lewiston from Washington and to the Ports of Clarkston and Whitman County from Idaho. The reciprocity grants free access without meeting registration and licensing, trip permits, fuel tax or mileage tax requirements. The only condition is that the vehicles must be properly registered in their base state and that loads exceeding the size and weight limits of either state must be properly permitted.

Without objection, the Board approved and the Chairman signed the agreement allowing a free border zone between Washington and Idaho. A copy of that agreement is shown in Exhibit 6 which is made a part hereof with like effect.

May 17, 1990

Idaho's Rail Demonstration Funds. Idaho's Rail Demonstration funds, as authorized by the 1982 Highway Act, have not been fully utilized. The current balance of Rail Demonstration funds is approximately \$1.9 million.

The Board instructed staff to check into the possibility of using Idaho's Rail Demonstration funds within the City of Moscow, recommend methods of satisfying any commitments to the City of Sandpoint, and report back to the Board at the August Board meeting.

History of Expenditures on Interstate 90. Department staff reported to the Board that the total expenditures expected to complete all projects on Interstate 90 will be \$246,987,481.

Presentation by Traffic Survey Unit Manager John Hamrick on Traffic Counting. At the Board's request, Mr. Hamrick presented a brief summarization on the traffic counting activities performed by the Traffic Survey Unit. Traffic volumes and truck volumes are developed through the collection of vehicle data at 108 permanently installed Automatic Traffic Recording (ATR) sites and from portable hourly recording traffic counters. Data collected by this Unit is used for pavement design, rehabilitation, monitoring and statewide planning.

The meeting recessed at 5:15 PM.

May 18, 1990

The Board meeting reconvened at the Transportation Building in Boise on May 18, 1990 at 8:15 AM.

Decision on Traffic Signal at 8th and Front Streets in Boise. The Board approved installation of a traffic signal based on the history of the project, the community's support for the signal, the city's master plan for downtown Boise, and concern for pedestrian safety. The Board recognized that the engineering data did not warrant a signal but believed that surrounding circumstances justified the deviation from existing policy.

Delegation - State Auditor J.D. Williams and Chief Deputy Auditor Hal Turner regarding a Statewide Accounting System. Mr. Williams described the implementation of STARS (Statewide Accounting and Reporting System) and the interface with ITD effective July 1, 1991. Peat Marwick was the vendor selected to establish the new system. Mr. Williams recommended that the Board use the same vendor to review the Department's financial system and suggest the best method to interface with the State Auditor's system.

May 18, 1990

Based on the State Auditor's recommendation and that of staff, the Board approved a contract with Peat Marwick for \$120,000 to replace ITD's internal budget system with the State Auditor's version of STARS and then modifying it to meet specific ITD needs. The Board additionally approved \$30,000 to contract with Peat Marwick to provide a cost benefit analysis to develop and implement a long-range accounting system improvement plan.

Meeting with Aeronautics Advisory Board. Airport Development Supervisor Pickerill described Idaho's Aviation System Plan and the criteria for project selection. Board Vice Chairman Batt stressed the need for accurate data when scheduling projects. He asked to be included in the next workshop session for establishing project priorities and suggested that Board members attend Advisory Board meetings in their area.

FY91 State Funded Projects. Highway deficiency projects were summarized and presented to the Board. The recommended projects correct pavement cracking and roughness and provide for bridge deck or bridge replacement not eligible for Federal-aid reimbursement. A total of \$4.8 million was recommended by staff for Board approval.

Department staff also asked for approval of an editorial change in the state-funded criteria for right-of-way acquisition. The change would allow right-of-way purchase only if the purchase was not expected to delay State funded expenditures beyond the planned project implementation year.

Without objection, the Board approved the \$4.8 million for state-funded projects in FY91.

The Board also approved, without objection, the revised criteria for use of State funds.

State and Federal Revenue Status Report by Chief of Transportation Services Lydston. Pursuant to House Concurrent Resolution 47, a Legislative Committee on Local Highway Needs, will review highway needs and revenue. The Department will provide information and assistance to the committee as requested by Co-chairmen Senator Herb Carlson and Representative John Sessions.

The eight key Crescent Coalition recommendations fostered by Idaho will have particular support in the California Transportation Department's recommendations to the California Congress. In return, the Idaho Transportation Department will support fifty percent federal funding for the flexible program and the many program recommendations that would enable California to apply a significant amount of federal fund to large population transportation problems at state discretion.

May 18, 1990

The Department has also prepared and distributed an Idaho Transportation Department review of the National Transportation Policy strategies for Action, "MOVING AMERICA," as published by the U.S.D.O.T.

The Board approved the understanding with the Highway Districts, Cities, and Counties that any permanent increase in state generated highway funding would be recommended or supported to only the 1991 Legislature on the basis of equal sharing of the increase between ITD and the Local road jurisdictions. Equal sharing of a permanent, state-generated revenue increase would be expressed in a Highway Distribution Account formula change.

The understanding includes any permanent funding for highway or bridge accounts separate from the Highway Distribution Account, and that such funding will be treated as a part of the equally shared revenue increase reflected in the calculation of the Highway Distribution Account formula.

Outline of Proposed Board Policy for Distribution of Federal-aid Urban (FAU) Funds. Department staff presented an outline for a Board policy that would regulate distribution of Federal-aid Urban funds.

The Board requested staff to develop a Board and Administrative Policy to regulate distribution of FAU funds as outlined in the proposed concept presented to the Board. The policies should be submitted to the Board at its August 1990 meeting.

Revision to the Method of Distribution of Section 18 Mass Transit Federal Funds for Rural Public Transportation in Idaho. While the current method has fairly distributed funds to existing systems, it has limited Public Transportation staff's ability to target funds to new areas or projects that need special consideration.

Department staff presented a revision of the Section 18 Urban Mass Transportation Administration (UMTA) funds distribution to 80% by formula and a maximum of 20% by discretion, and, that any unused discretionary amount will be redistributed by formula.

The Board approved, without objection, the revision of the distribution of Section 18 UMTA funds.

Special Permit, Route No. US-30 & I-15 - Soda Springs to Montana. Rule IDAPA 39.C.10.7,c authorizes the Transportation Board to consider a petition for the temporary waiver of regulations which are perceived as being the cause of an economic hardship. Department staff asked for authorization by the Board to issue a special permit to allow Mr. Nicholas' 16-foot mobile home to move on its own axles, based on economic hardship.

The Board approved, without objection, the special permit to be used by Mr. Nicholas.

Movement of Mobile Homes into Wallace, Idaho, Route No. I-90 - Montana to Wallace. Silver Valley Economic Development Corporation requests to move over one hundred 16-foot wide mobile homes into Wallace, Idaho. These are new mobile homes and the company wants to move the home on their own axles. Rule IDAPA 39.C.17 limits the maximum width of mobile homes being towed on their own axles to 14 feet at the base. Department staff feels that this volume of 16-wide mobile homes to be moved on their own axles could cause a safety hazard.

The Board denied the request from Silver Valley Economic Development Corporation based on 1) the additional safety hazard it would present, 2) the standards established in other states, and 3) an earlier agreement with the mobile home manufacturers of Idaho that only 14-foot wide units would be allowed on Idaho highways.

State Institution Parking Lot and Road Improvements, North Idaho Correctional Institution, Cottonwood. Section 40-301(14), Idaho Code, and Board Policy B-05-15 provides a program expenditure limited to \$30,000 annually for the Department to construct, alter, repair and maintain the roadways in, through and about the grounds of state institutions. Department staff requested Board approval to transfer \$30,000 from the Transportation Department to the Division of Public Works for parking lot improvements at the North Idaho Correctional Institution in Cottonwood, Idaho.

The Board approved, without objection, the transfer of \$30,000 to the Division of Public Works for the proposed project.

Project I-184-1(1)4, Parcel 3, Key 2763 - I-184, State v. Orin Givens, Inc. The trial is scheduled to begin on June 11, 1990. Legal Counsel believed that a settlement of \$310,000 could be justified.

The Board approved, without objection, the settlement of \$310,000.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

ST-4211(531), STKP 2532, STKP 2538, & STKP 2537, Key No.s 4290, 4365, 4533, & 4532 - Clearwater Valley High School Turnbays, Nezperce, Kamiah & Kooskia, in Idaho and Lewis Counties. Low bidder: Eucon Corporation, Lewiston, Idaho - \$470,892.50.

May 18, 1990

F-4201(52), Key No. 3836 - Lenore Rest Area, Nez Perce County. The district recommended that the recent bids on the above referenced project be rejected because of only one bidder who is not traditionally a building contractor. The district contacted several building contractors to see why they did not bid the project. All expressed an interest in bidding the project now that the roadway and paving work had been removed. The district therefore recommended re-advertisement of this project. The Board approved, without objection, the re-bidding of this contract.

F-1481(048), Key No. 3512 - Lund to Alexander, Caribou County. Low bidder: Robert V. Burggraf Company, Inc., Idaho Falls, Idaho - \$1,362,813.60.

IR-F-6423(007), Key No. 2886 - Old Butte Road - Dale Drive, Bonneville County. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$1,255,212.80.

STM-6747(600), Key No. 4667 - Jct US-20 to MP-9.0, Butte County. Low bidder: Gordon Paving Co., Burley, Idaho - \$75,727.04.

STKP 3635, Key No. 4122 - Marsing, Owyhee County. The low bid was more than ten percent over the engineer's estimate. The Marsing stockpile site is a new source and no crushing history has been established. Only small quantities are needed at this location at the present time. Both of these factors contributed to high contractor estimates. This project needs to be completed as soon as possible to provide material for winter sanding and upcoming sealcoat projects. If the estimate is modified so that the unit price for anti-skid reflects the statewide average, the engineer's estimate would increase by 10%. The District and staff recommend award; the Board concurred. Low bidder: Nelson-Deppe, Inc., Nampa, Idaho - \$96,520.00.

ST-15-3(515)152, Key No. 4616 - Bird Refuge Grade Separation, Jefferson County. Low bidder: C. L. Heilman Construction, Twin Falls, Idaho - \$35,610.00.

STM-3260(600), Key No. 4705 - Emmett to Horseshoe Bend, Gem and Boise Counties. Low bidder: Idaho Sand & Gravel Co., Inc., Nampa, Idaho - \$76,021.00.

STM-3707(600), Key No. 4706 - Marsing East, Owyhee County. Low bidder: Idaho Sand & Gravel Co., Inc., Nampa, Idaho - \$61,680.00.

IR-F-5116(070), Key No. 4457 - US-95 Passing Lanes, Coeur d'Alene to Sandpoint, Kootenai and Bonner Counties. Low bidder: Glen L. Waddell, Coeur d'Alene, Idaho - \$1,487,725.98.

RRP-5732(020), Key No. 3858 - Ross Point, near Post Falls, Kootenai County. Low bidder: Glen L. Waddell, Inc., Coeur d'Alene, Idaho - \$123,330.40.

STM-84-1(510)0, Key No. 4604 - Payette, Canyon and Ada Counties. The low bidders Grass Growers, Inc. and J. T.'s Service, Inc. were canceled for failure to meet the contract time deadline and could not obtain the proper performance bond as required by contract. The bid was awarded to Alert, Inc., Meridian, Idaho - \$70,519.95.

WHEREUPON, the Board meeting adjourned at 2:45 PM.


MARION DAVIDSON, Chairman
Idaho Transportation Board


Read and Approved
June 12, 1990
Boise, Idaho

SUPPLEMENT TO THE MAY 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

May 21 and 22, 1990

Through telephone contact with Board Vice Chairman Phil Batt on May 21, 1990 and Member John Combo on May 22, 1990 the Executive Assistant to the Board obtained approval of:

Increasing the settlement authority on Parcel 3, Project I-184-1(1)4, Key 2763, I-184, State v. Orin Givens, Inc. from \$310,000.00 (see May 19, 1990 minutes) to \$317,500.00.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and approved
June 12, 1990
Boise, Idaho

May 21-22, 1990

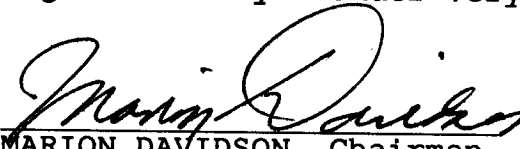
SUPPLEMENT TO THE MAY 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

May 23, 1990

In a telephone conference call on May 23, 1990 Board Chairman Marion Davidson, Vice Chairman Phil Batt and Member John Combo voted unanimously to fully reinstate Kermit V. Kiebert as Director of the Department with all benefits and salary in accordance with Idaho Personnel Commission Regulation 19.A.4.a. On December 5, 1989 he was suspended without pay by the Board after being charged with a felony. The Board's decision this date was a result of Kiebert's acquittal on all criminal counts.

Without objection, a special Board meeting was called for Friday, June 1, 1990 to meet with Kermit Kiebert to discuss an effective date of the reinstatement and, in executive session, to evaluate issues that should be considered during the transition period.

The Board unanimously recognized the outstanding performance of Acting Director George J. Neumayer under very difficult circumstances.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and approved
June 12, 1990
Boise, Idaho

SUPPLEMENT TO THE MAY 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

June 1, 1990

At a special meeting of the Idaho Transportation Board on June 1, 1990 in Boise Member Combo moved to reinstate Kermit V. Kiebert to the position of Director of the Idaho Transportation Department effective at 8:00 AM on June 1, 1990; seconded by Vice Chairman Batt. Motion carried. The motion ratified the Board's action of May 23, 1990. Mr. Kiebert appreciated the Board's support during his six-month absence. The Board acknowledged the capable direction of George Neumayer who "handled a difficult situation extremely well."

The Board went into executive session first alone and then with Mr. Kiebert to discuss the transition period. Also

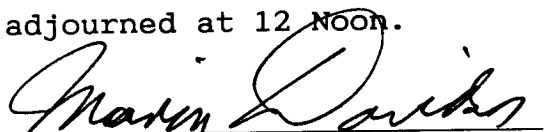
June 1, 1990

in executive session the Board held a conference call with former Board Member John Ohman to discuss the contract claim litigation with Eterna-Line.

After going back into regular session, the Board authorized a salary adjustment for Director Kiebert in line with employee compensation authorized by the 1990 Idaho Legislature, and for Deputy Director Neumayer for his additional service in the capacity of Acting Director for six months.

In other matters, Chairman Davidson indicated he would be attending the annual AASHTO meeting in December. Neither of the other two Board members would go.

The special Board meeting adjourned at 12 Noon.


MARION DAVIDSON, Chairman
Idaho Transportation Board


Read and approved
June 12, 1990
Boise, Idaho

SUPPLEMENT TO THE MAY 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

June 12, 1990

Through telephone contact with Board Chairman Marion Davidson, Vice Chairman Phil Batt and Member John X. Combo on June 12, 1990, the Executive Assistant to the Board obtained approval to award the following contract to the low bidder:

Project F-4201(52), Key 3836 - Lenore Rest Area. The only bid was more than ten percent over the engineer's estimate. Two items, illumination and the sprinkler system, were overestimated. Since this is the third advertisement for this project, staff believed that further savings would not be realized and award to the low bidder was justified. Low bidder: Robert B. Goebel, General Contractor, Inc., Spokane, Washington - \$257,902.00.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and approved
June 12, 1990
Boise, Idaho

June 12, 1990

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

June 24, 1990

The Idaho Transportation Board met in regular session in Reno, Nevada on June 24, 1990, at 1:00 PM at the Bally Hotel. The following people were present:

Marion Davidson, Chairman - Region 3
Phil Batt, Member - Region 2
John X. Combo, Member - Region 1
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
George J. Neumayer, Deputy Director
Monte Fiala, Chief of Highway Operations
Judie Wright, Senior Financial Analyst - Governor's Budget Office

Board Minutes. The May Board minutes were approved as corrected by the Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

July 18-20, 1990 - Districts 5 & 6
August 16-17, 1990 - Boise
September 13-14, 1990 - Boise
October 17-19, 1990 - Districts 3 & 4
November 30-December 1, 1990 - Boise

Director's Report. Director Kiebert indicated that the position of Highway Safety Manager has been advertised and six candidates will be interviewed.

Darrol Gardner, a member of the Idaho Traffic Safety Commission, has resigned from the Commission because he accepted a new job which would cause a conflict of interest. A replacement will be recommended by the Commission.

Representatives of the Environmental Protection Agency, Department of Water Quality, the Idaho Public Utilities Commission, the Governor's Office, and ITD have been meeting to discuss the use of slag in highway construction and maintenance around the Pocatello and Soda Springs area.

The U.S. Environmental Protection Agency has released the final results of the "Idaho Radionuclide Study." The study reveals levels of radiation exposure which could constitute significant health risks for some individuals living in Pocatello and Soda Springs. Following the direction of the Governor's committee, ITD will not allow the slag to be used in future contracts. Construction and maintenance costs in these areas will increase because of this edict.

June 24, 1990

Two lawsuits have been filed in Nez Perce County regarding overweight violations. If the plaintiff's prevail, ITD could have federal highway funds sanctioned for not enforcing Idaho's overweight laws.

Proposed legislation on overweight fines and penalties is being considered for introduction in the next state session.

On the next federal surface transportation act, Director Keibert indicated individual states will be working with their own Congressional delegations.

ITD's Strategic Plan. Deputy Director George Neumayer discussed the draft plan with the Board. He and Member Combo will refine elements of the plan and bring it back for future review.

Study of Motor Carrier Issues. Deputy Director Neumayer reported on the first meeting with representatives from ITD, the Department of Revenue and Taxation and the Motor Carrier Advisory Committee (MCAC) regarding motor carrier issues. The committee will officially be called the Motor Carrier Review Committee (MCRC) and Herb Kinney of ITD was elected as chairman.

It was agreed that a representative from the Idaho Public Utilities Commission and from ITD's Special Permits Unit be included in the committee. A flow chart will be developed for each processing requirement for registration, mileage tax, fuel tax, special permits and PUC to help committee members understand the different procedures being used.

Audits Completed in May 1990. The Board reviewed the four audits on transaction processing, financial management, bridge maintenance and inspection, and contract administration. Board Vice Chairman Batt asked that only controversial audit findings be brought to their attention. Routine investigations should be handled by management.

No Smoking at ITD. A no-smoking policy was approved by the Management Review Committee (MRCOM) effective July 4, 1990 in all ITD offices throughout the state.

Aircraft Study Plan. Deputy Director Neumayer said that Chief of Aeronautics Miller will ask state agencies to contribute to a consulting study to identify the need for a upgraded state aircraft pool.

State Employee Per Diem and Mileage Allowances. The Board of Examiners approved legislation passed in the last session which raised state employees' daily per diem allowance to \$20 for in-state travel and \$30 for out-of-state

June 24, 1990

travel. Mileage reimbursement was increased to \$0.26 per mile.

Bennett Bay Bridge, I-90. In recognition of the state's centennial celebrations, the Board named the new structure on I-90 east of Coeur d'Alene as the Bennett Bay Centennial Bridge.

Reallocation of Airport Aid Grants. The City of Eagle's request for inclusion of a new airport in the National Plan of Integrated Airport Systems was denied by the Federal Aviation Administration.

The Board agreed, without objection, with the recommendation of the Advisory Board to reallocate the money approved in the airport grant program approved on March 12, 1990: the sum of \$4,000 from Eagle/Ada to Sandpoint and the sum of \$3,888 from Weiser to Arco.

Internship Program Agreement. The Internship Program has been beneficial to the Transportation Planning and Programming Section. The extension of the agreement with Boise State University will provide interns and faculty support needed for data base development, updates, model testing and analysis support work for the Highway Performance Monitoring System (HPMS), Pavement Management System, Highway Needs (HWYNEEDS), Highway Statistical Analysis and Reports and new coding and editing activities in the development of data bases for local government road inventory files.

The contract extension will commence July 1, 1990 and will end June 30, 1991. The total cost of the BSU-ITD contract is \$181,252.62 and is to be funded out of the Highway Planning and Research fund in the 1991 Annual Work Program and Budget.

Without objection, the Board approved the renewal of the BSU-ITD Internship Program Agreement.

Technical Support Agreement. Technical support has been provided by the Boise State University Research Center, to modify and enhance the computer models operated and maintained by the Transportation Planning and Programming Section. This Technical Support Agreement with Boise State University for conversion of HWYNEEDS to HPMS is the final and last Technical Support Agreement.

The contract cost for the technical support agreement between BSU-ITD is \$49,707. It will be funded under the FY 90-91 Highway Planning and Research Annual Work Program and Budget.

Without objection, the Board approved the contract for Fiscal Year 1991.

June 24, 1990

Interim Study Committee HCR47. Chief of Highway Operations Fiala reported on the meeting between Hugh Lydston, Keith Longenecker and Myran Schlechte of the Legislative Council concerning Department support of the Interim HCR47 committee meetings around the State. Myran reported that the Legislative Council would handle the arrangements, with the Department furnishing supplemental mailing lists and displays for use at the meetings. The Local Highway Needs Assessment Council will make an oral presentation at each public hearing of the committee.

At the May meeting, the Board requested that all notices of Interim Committee hearings be sent to legislative candidates. This was discussed with Myran, who stated that it would not be appropriate. He also stated that the candidates have the opportunity for notification by the public announcements issued by the Legislative Council.

Appointments to the Local Highway Needs Assessment Council. The Association of Idaho Cities requested by letter that William A. Smith, Moscow City Supervisor, be reappointed to the Council effective July 1, 1990.

The Idaho Association of Highway Districts requested by letter that Ralph Little, Chairman of the Canyon Highway District #4 Commissioners, replace Tom Lancaster of the Filer Highway District, effective July 1, 1990.

Both terms will expire July 1, 1994.

Without objection, the Board approved the two appointments to the Local Highway Needs Assessment Council.

Federal-aid Project Advancement. During the 4th quarter of each fiscal year, staff assesses the status of Federal-aid funds and projects for the purpose of redirecting work activities to fully utilize available funding. The following have been identified as projects that could be ready for contract this year subject to available obligational authority.

Key number 4225, 1991, District 4, US-93, curves West of Richfield;

Key number 4630, 1992, District 2, US-95, Lewiston Hill friction pavement;

Key number 2326/4276, 1991, District 2, SH-6, Harvard Hill southwest of Emida;

Key number 3199, 1992, District 6, Off-Sys, Sand Creek Bridge, north of Iona;

Key number 3741, 1992, District 6, Off-Sys, King Lane Bridge, north of Arco;

June 24, 1990

Key number 3853, 1991, District 5, Off-Sys, Niter Bridge, southwest of Niter;

Key number 3794, 1991, District 1, US-95, Dalton Ave. and US-95, Coeur d'Alene; and

Key number 4194, 1991, District 2, district wide guardrail.

During the annual program update in September, a full report concerning the status of all FY90 projects will be made to the Board.

Without objection, the Board advanced the above mentioned projects to FY90 subject to available funds.

Twin Falls Traffic Signal. Minimum traffic signal warrants have been met and the City of Twin Falls has committed \$25,000 toward the total project cost of \$65,000. The City's contribution is 38.5 percent of the total signal cost. The contribution exceeds the 33.3 percent local participation requirement for a T-intersection under Administrative Policy, A-12-16.

Without objection, the Board approved the construction of the Blue Lakes Boulevard North and Caswell Avenue intersection project using \$40,000 in ST funds.

1991 Unified Section 8 Grant Application to the Urban Mass Transportation Administration: The Public Transportation Section requested Board approval to submit the annual unified Section 8 grant application, execute and file any assurances or documents required to be provided with this application and execute a grant/agreement with the Urban Mass Transportation Administration.

Without objection, the Board approved the submission, execution and implementation of the 1991 UMTA Section 8 grant for transit planning and technical studies.

Continuing Rehabilitation of the St. Maries River Railroad. The amount of rehabilitation work is \$320,942 and program operations by ITD is \$16,047, with 100% reimbursement to ITD. The 70% federal share is \$235,892 and the 30% match of \$101,097 will be provided by the St. Maries River Railroad.

Without objection, the Board approved a contract for the rail rehabilitation project on the St. Maries River Railroad.

National Highway Trust Fund. A summary of the funding history and current balance in the Trust Fund was provided to the Board. U. S. Department of Transportation projects a cash balance of \$17.9 billion by the end of FY 1990, with

\$11.0 billion in the highway account and \$6.9 billion in the mass transit account.

Idaho will experience an 8.1 percent increase in the size of its share of the unobligated contract authority - an estimated amount of \$33.6 million in FY 1990.

Dimensions for Transporting Mobile Homes in Western States. As requested by the Board, information was provided to compare width, length and height of mobile homes allowed to be moved on highways in various western states. Vice Chairman Batt commented that he believed in uniformity of regulations governing the movement of mobile homes but wanted to be responsive to the public's needs.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

STM-3707(508), STM-3341(510), STM-8313(501) & STM-7963(600), Key Nos. 4317, 4318, 4320, & 4708 - Marsing East; Bruneau South & North; 12th Ave. South, Nampa & US-30 Railroad, Underpass, Nampa Owyhee & Canyon Counties. Low Bidder: Intermountain Slurry Seal, Salt Lake City, UT - \$434,146.17.

STM-3261(527) & STM-3331(504), Key Nos. 4507 & 4322 - Emmett-Horseshoe Bend & Emmett Jct. & 44/Emmett Gem, Boise & Ada Counties. Low Bidder: Nelson-Deppe, Inc., Nampa, ID - \$349,532.00.

STM-90-1(530)21, Key No. 4608 - Blue Creek Bay to Cedars P.O.E. Kootenai County. Low Bidder: Aero Power Vac, Inc., Missoula, MT - \$23,482.80.

R-3780(100), Key No. 4622 - Middleton Road, Boise River to SH-44 Canyon County. Low Bidder: Rock Contractors, Inc., Meridian, ID - \$24,022.00.

HES-7282(003), RRP-7232(002) & RRP-9422(006), Key Nos. 3883, 3865 & 2860 - East 5 Points; Blue Lake Blvd. So.; Locust Street (Twin Falls) Twin Falls County. Only one bid was received: Gordon Paving Co., Burley, ID - \$351,943.00.

STM-6470(600), Key No. 4659 - Ashton - Dump Ground Road Fremont County. Low Bidder: Beco Construction Co., Inc., Idaho Falls, ID - \$219,678.10.

STM-6423(507), Key No. 4384 - Bingham County Line - East Bonneville County. Low Bidder: Beco Construction Co., Inc., Idaho Falls, ID - \$171,025.10.

BLDG 51004, Key No. 4749 - Pocatello Multi-purpose Bannock County. Low Bidder: Valley Steel Builders, Inc., Boise, ID - \$73,216.00.

BLDG 43001, Key No. 4415 - Bliss Maintenance Building
Gooding County. Low Bidder: Tolley-Hughes, Inc., Boise, ID
- \$38,994.00

STM-4113(608), STM-4171(508), STM-4814(508), STM-
4170(601), STM-4743(600) & STM-4743(601), Key Nos.
4146, 4154, 4358, 4362, 4677, 4678 & 4679 - District Two Seal
Coats for Idaho, Latah & Lewis Counties. Low Bidder:
Nelson-Deppe, Inc., Nampa, ID - \$381,388.00.

ID-90-1(074)61, Key No. 0048 - Wallace Paving Shoshone
County. Low Bidder: Acme Materials & Construction Co.,
Spokane, WA - \$3,104,246.45.

RS-2713(007), Key No. 3267 - Cross County Road Twin
Falls County. Low Bidder: Nelson Construction Co. dba
Nelson Sand and Gravel Co., Inc., Boise, ID - \$1,183,916.60.

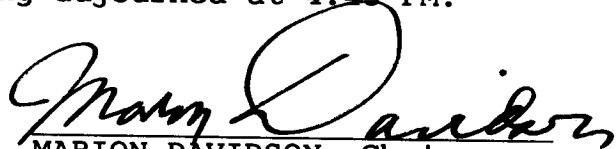
STM-0001(576), Key No. 4402 - District Wide Bridge
Painting Kootenai & Shoshone Counties. Low Bidder:
Stockwell Paint Contractors, Inc., Coeur d'Alene, ID -
\$43,122.60.

ST-1804(503), Key No. 3983 - Hymas Drain, Treasureton
Franklin County. The low bid was more than ten percent over
the engineer's estimate. This project is a relatively small
and remote structure and unit price bids for items 203A,
Removal of Obstructions, 205E Borrow, 210 A-2 Structure
Excavation, and 502 A Concrete Class 40 all reflect premium
price bids that can not be justified at this time. The
District and staff recommended rejection of the bids at this
time; the Board concurred.

Right-of-Way Use Permit 03-90-189, Project F-3111(3),
US-95. Present access is from Parma Road on the west side
and from Market Road on the south side. Staff recommended
honoring Mr. Harold D. Printz' request for a new approach.

Without objection, the Board granted that the approach
be granted subject to the permittee paying costs to be
determined as outlined in Board Policy B-12-01.

WHEREUPON, the Board meeting adjourned at 4:45 PM.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and Approved
July, 1990
Boise, Idaho

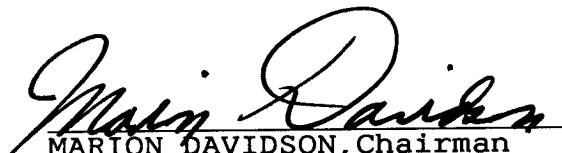
June 24, 1990

SUPPLEMENT TO THE JUNE 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

June 28-July 2/5, 1990

Through telephone contact with Board Chairman Marion Davidson on July 2, 1990, and with Vice Chairman Phil Batt on July 5, 1990, and Member John X. Combo on June 28, 1990, the Executive Assistant to the Board obtained approval to award the following contract to the low bidder:

Project Nos. STKP-4550, 4551 & 4557, Key Nos. 4081, 4082 & 4341 - Warm Springs, Stanley & Elk Meadows Custer County. The work on this project consists of producing cover coat material in stockpiles at Warm Springs, Stanley Maintenance Yard and Elk Meadows; producing secondary rejects in the stockpile at Stanley Maintenance Yard.
Low Bidder: Maverick Construction Co., Inc., Burley, ID - \$177,450.00.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and approved
July 30, 1990
Boise, Idaho

SUPPLEMENT TO THE JUNE 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

July 9-10, 1990


Through telephone contact with Board Chairman Marion Davidson on July 9, 1990, and with Vice Chairman Phil Batt and Member John X. Combo on July 10, 1990, the Executive Assistant to the Board obtained approval to:

Appeal State v. Reece to the Idaho Supreme Court. The case involves a misdemeanor citation issued by the Lewiston Port of Entry for an overweight violation on US-95. At issue is the District Court's interpretation of Section 49-1001(2), Idaho Code, which is contrary to that of ITD and FHWA. Without an appeal, ITD could lose federal

July 9-10, 1990

022

funding for US-95 since the agency could be sanctioned for not enforcing Idaho's weight laws for commercial vehicles.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and approved
July 30, 1990
Boise, Idaho

July 9-10, 1990

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

July 18/20, 1990

The following people convened at the Arco/Butte County Airport at 9:00 AM on July 18, 1990 to officially begin the monthly Board meeting and tour of Districts 5 and 6.

Marion Davidson, Chairman - Region 3
 Phil Batt, Member - Region 2
 John X. Combo, Member - Region 1
 Mary F. Detmar, Executive Assistant to the Board
 Kermit V. Kiebert, Director
 George J. Neumayer, Deputy Director
 G. Keith Green, State Highway Administrator
 Jack T. Coe, Division Administrator - Federal Highway
 Administration
 Judie Wright, Senior Financial Analyst - Governor's
 Budget Office
 Leroy Meyer, District 6 Engineer
 Clyde Gillespie, Assistant District 6 Engineer

Delegation - Butte County Commission. Commissioner Beal asked the Board to consider straightening the curve near Darlington. DE Meyer indicated the accident rate provided by the state police was not high. He will look at the curve and consider improvement possibilities.

From Arco the group drove west to look at a proposed realignment of US-20-26-93 between Craters of the Moon National Monument past Tom Cat Hill. DE Meyer is working with Representative Stallings to shift the boundaries of the Great Rift National Monument to coincide with the proposed alignment.

The group turned around, and headed east to the Idaho Nuclear Engineering Laboratory. There they toured a road construction project at the site and learned of a system used to determine any project pavement failure.

The tour continued on SH-22-33, then SH-33 to Rexburg for lunch. At Sage Junction Port of Entry, Representative JoAn Wood and Senator Rex Furness discussed the Darlington curves and the need for a rest area in the area of Sage Junction.

Delegation - Senator Ricks, Representatives Davis, Linford and Hawkins. Senator Ricks urged the Board to consider widening the bridge over the North Fork of Snake River north of Ashton. It is not on the Board's current highway development plan.

July 18, 1990

Representative Davis suggested that US-20-26-93 be realigned between Craters of the Moon National Monument past Tom Cat Hill. He was told the Department is working with Representative Stallings in order to get the BLM to adjust the boundaries of the proposed Great Rift National Monument. Representative Davis also believed the cutoff from US-20 to I-84 in the Tollgate area should be built and that any general fund surplus money should be spent in east Idaho. The cutoff was considered by a previous Board but considerable opposition was received.

Representative Linford said motorists are confused at an intersection south of Rexburg. He was advised the area is not under state jurisdiction. He questioned the commercial licensing of a vehicle towing a utility trailer. Chief of Motor Vehicles Kraemer will contact him for further information.

Representative Hawkins questioned if the recent highway needs assessment was accurate. Vice Chairman Batt suggested he attend the Idaho Falls meeting sponsored by the legislative committee that is reviewing the highway study.

After lunch the Board and staff drove south on US-20 to the District 6 office.

Delegation - Idaho Falls City Officials. Mayor Campbell and the public works supervisor met with the Board and reviewed a proposed alignment for a new interchange on I-15 in the vicinity of Pancheri Drive. The Federal Highway Administration has been reluctant to approve interchanges that are within one mile of each other. Jack Coe, FHWA Division Administrator for Idaho, looked at the proposal and reiterated reluctance to approve such a design. The Mayor asked for that denial in writing. Mr. Coe indicated he would need design plans, traffic studies, and traffic plans in order to provide a written decision. Staff and the District will continue to discuss this subject.

The tour group drove south on US-20 to Idaho Falls where they inspected projects on Science Center Drive, West Broadway, South Idaho Falls interchange, north and south Yellowstone, and Jameston Road. They remained overnight in Idaho Falls.

July 19, 1990

The tour continued on Thursday at 8:00 AM with the Board and staff heading south on I-15 to the new Blackfoot rest areas. There, District 5 Engineer Frank and Assistant District 5 Engineer Brown met the group. DE Meyer and ADE Gillespie returned to Rigby.

July 19, 1990

Continuing on I-15 the Board and staff arrived at the Cherry Creek visitor center south of Malad which will be open to the public later this summer.

From Malad the tour group drove west on SH-38 and north on SH-37 to American Falls. The tour members viewed the recently completed bypass project, then drove northeast on I-86 to Pocatello. A local project on Olympus Drive was reviewed.

Chairman Davidson called the regular meeting of the Idaho Transportation Board to order at 3:00 PM in the conference room of the District 5 Office.

Board Minutes. The June 1990 Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

August 16-17, 1990 - Boise
September 13-14, 1990 - Boise
October 17-19, 1990 - Districts 3 & 4
November 30-December 1, 1990 - Boise
January 24-25, 1990 - Boise

Director's Report. Director Kiebert talked with Co-Chairman Senator Carlson regarding the legislative committee's public meetings on highway needs in the State of Idaho. The committee looks to ITD for assistance and information as well as taking the lead role in gathering public input.

An AASHTO policy meeting will be held in Utah the week of July 22, 1990 to resolve issues on the next federal surface transportation act.

A series of public meetings will be held around the state on proposed legislation to eliminate the 39-foot kingpin setting on vehicle combinations.

Discussion on Revenue Enhancement. Vice Chairman Batt believed the Board and ITD needs to concentrate on educating the public of the need for increased highway resources. He suggested each individual Board member write a draft position paper on long-range funding needs.

The meeting was recessed at 4:45 PM.

July 20, 1990

The Board reconvened the regular session at 9:00 AM in the District 5 Emergency Operations Center in Pocatello.

July 20, 1990

Delegation - Pocatello City Officials. Mayor Angstadt and the city engineer met with the Board to reaffirm their support for the Olympus Drive project. The City agreed to split the project into two phases to accommodate the City's fund balance.

Delegation - Simplot Company Representatives. Mr. Godwin told the Board that only one property owner is unwilling to allow the company access for the underground slurry pipeline to be constructed from the Soda Springs area to Pocatello. He, therefore, asked the Board to allow access to Interstate right-of-way for that 400-foot portion of the project. The Board suggested Mr. Godwin continue to negotiate with the property owner and report back on the status.

Delegation - Representative for Lava Hot Springs Main Street Project. Mr. Chambers explained the efforts in securing necessary funding for completion of the project. The Board was impressed with the City's determination and innovation in looking to alternate funding mechanisms for the street project.

Legal Report - Miscellaneous. Chief Legal Counsel Trabert said legislation is being developed which would resolve the issue in State v. Reece concerning overweight violations. In that case, the formula used to determine the maximum allowable weight for trucks has been challenged.

In a similar case, a trucker is questioning the adequacy of the port of entry scales to determine truck-load weights. The case alleges that the port does not meet Idaho standards requiring scales capable of weighing a full truck. An adverse decision could result in replacement of most of the scales throughout the state, or reduction in the enforcement program.

The Board reaffirmed its decision to hire Bob Burke effective June 1, 1990 to represent ITD in the appeal of District Judge McKee's decision to the Idaho Supreme Court on Eterna-Line Corporation v. ITD. Mr. Burke's compensation shall not exceed \$30,000.

Appeal on Contract Claim with B & C Construction, Inc., North Blackfoot Rest Area, Project I-IR-2(22)96, I-15. The contractor filed an appeal to the Board for an additional \$92,555.72 because of an error made in their original bid and an interpretation of the specification for plastic pipe. A settlement offer was refused.

The Board appointed M. Karl Shurtliff as hearing officer in this matter.

Alternatives to Contract Disputes. Board Member Combo asked to meet with Counsel Trabert to discuss alternative dispute resolution methods.

Deputy Director's Report - Miscellaneous. Deputy Director Neumayer distributed a list of the 97 organizations that have contracted to "adopt" portions of state highway and pick up litter from the sections for two years.

Mr. Neumayer indicated that a short-term lease has been executed with the Division of Public Works for a portion of the Par Drug building two blocks east of the headquarters complex. The Right-of-Way section will move to that facility as soon as renovations are complete.

Mr. Neumayer attended a meeting of WASHTO chief administrative officers to determine a position on the post 1991 federal legislation for transportation. Four states (Idaho, California, Texas and Oklahoma) voted to support the AASHTO position of eliminating categorical programs. The remaining WASHTO states believed the current categories of funding should be part of the WASHTO position. Negotiations will continue at the AASHTO policy committee meeting in Utah.

AASHTO has asked if Idaho would be interested in hosting the 1991 spring policy committee meeting. A formal request is expected and a decision made at that time.

State Highway Administrator's Report. SHA Green advised the Board that Maverick Construction Company has been warned that another sale of state material to private parties would warrant sanctions which could include debarment from bidding state contracts. As a result Maverick has replaced the material which they sold.

The Board reviewed the list of state-funded projects that were built with the money from the interest on the state highway account. The \$2 million in interest allowed construction of over \$6 million in state-funded highway projects.

Y-Dell Corner, Burley - Route #I-84B, Key # 4628, District 4. This project is currently programmed for \$150,000 in Hazard Elimination (HES) funds in FY 90. On December 12, 1989, Jack Coe of the FHWA advised the Department that this project is not eligible for the use of HES funds. The Traffic Section in June 1989 provided the Board with information concluding that a traffic signal is warranted at the intersection. Staff requested the use of State funds in the amount of \$150,000 to complete this project.

Without objection, the Board approved the use of \$150,000 in state funds to complete the Y-Dell Corner project.

July 20, 1990

Consultant Selection and Agreement for Cartographic Capabilities. Approximately 1650 7.5-minute quadrangles cover the State of Idaho. Of these, approximately 640 have been identified as quadrangles which cover the Idaho State Highway System. The modest resources of the Department and the USGS will not permit the timely collection, processing, and archiving of Digital Line Graph (DLG) data from these quadrangles for entry into the Idaho digital cartographic data base and the national digital cartographic data base. Therefore, the Department proposes to utilize contractor digital cartographic capabilities to assist in the accelerated collection of the DLG's needed to complete the state transportation system in Idaho.

Without objection, the Board approved the request to develop a request for proposal, selection of a consultant, and preparation of an agreement for digital line graph (DLG) production services in the amount of \$75,000.

Underpass on Local Farm to Market Road, East of Ferdinand, Route # US-95, Key # 2502, District 2. Under direction from the Board in January, 1990 the Department worked with the Ferdinand Highway District to investigate the possibility of constructing an underpass. FHWA indicated they would participate in the cost of an underpass in an amount equal to the cost of an at-grade intersection or \$143,000. An accident review indicated no safety value can be credited to the cost of the underpass.

The Board directed staff to notify the Ferdinand Highway District that the Department will participate up to \$143,000 for the intersection and that any remaining amount for an underpass would have to come from other sources. Since no other sources are known, the Department plans to proceed with the at-grade design.

Quarterly Report on Status of Current FY Program Obligations. Staff reviewed with the Board the Federal-aid obligations for FY 90. Projected expenditures for the year are \$71.4 million. As of July, 1990 the Department had expended \$43.88 million of the \$53.76 million targeted for expenditures. These dollar amounts include demonstration and emergency relief funds.

Condemnation Action. The Board signed the order of condemnation on the following parcels as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
IR-F-6423(7)	2	2886	US-20
IR-F-6423(7)	3	2886	US-20
IR-84-3(38)212	3	4389	I-84

Headquarters West Wing Remodel, Fire Safety Improvements and Operations Annex Addition Designs. At its January, 1990

July 20, 1990

meeting the Board approved the expenditure of \$90,000 for design of the first three priority projects discussed in the headquarters facility study and master plan under DPW Project 89-579. This study identified the space requirements for the operations annex, headquarters building, site fire safety improvements, and remodel of the west wing of the headquarters law enforcement area. Estimated construction cost of the three projects is \$1,097,000.

Without objection, the Board approved entering into an agreement with DPW for the design of the three projects in FY 91 with proposed construction in the amount of \$1,097,000 to follow in FY 92 pending legislative approval of the ITD budget.

Underground Storage Tank Program. The Board approved a consultant study of the Department's underground storage tanks (UST) at its September 1989 meeting. The purpose of that study was to provide recommendations to the Department on how to most economically comply with EPA regulations on UST's and manage its fuels storage program.

The Board deferred action on this program and asked for additional information on the cost of tanks and replacement. Board members also asked if state forces could perform the work. Answers will be provided at a future meeting.

Amendment to Rule IDAPA 39.C.10.7.b. Rule IDAPA 39.C.11.4.b states "the Special Permit must be carried in the Vehicle to which it refers during the time of movement..." An exception to this requirement is provided in Rule IDAPA 39.C.10. This rule waives the requirement that the permit be carried in the vehicle for an overlegal movement during an emergency caused by fire, flood or earthquake.

The amendment to this rule would waive the requirement that the permit be carried in the vehicle for an overlegal movement during emergencies "endangering the health or life of the public."

Without objection, the Board approved the revision of Rule 39.C.10 and authorized its processing through the administrative procedures.

Issuance of Special Permits for Western Trailers. In April 1990, Western Trailers petitioned the Board for authorization to build a logging combination that is 86'5" total length for operation on sections of US-95, SH-55, SH-52, SH-21, SH-16 and SH-44. Current rule allows this combination to operate by special permit on SH-16 and SH-44 but restricts its operation on the balance of the requested sections. In support of their request Western Trailers submitted a drawing of an 88-foot long vehicle combination that could operate on all highways.

July 20, 1990

Rule IDAPA 39.C.10.7.C authorizes the Board to make exceptions to the regulations based on economic hardship. A letter from Western Trailers states that "three and a half trips of the Western log train equals five of a standard log truck." Therefore, authorizing this combination will reduce the transportation costs for the logging industry.

Without objection, the Board authorized the issuance of special permits which allow the 85' overall vehicle and load length combination to operate on all state highways.

Proposed Building Program. The proposed long-range building program identifies needed improvements and major maintenance over the next six years. A six-year building program is required by the Department of Administration, Division of Public Works.

Without objection, the Board approved the FY 92 building program for inclusion in the executive budget submittal and approved proposed funding levels for the building program for FY 93 through FY 97. The program is shown in Exhibit 7 which is made a part hereof with like effect.

Right-of-Way Use Permit 03-90-195, Project F-3111(3) and F-3111(10), Route Nos. US-30 and US-95. Property purchased in the area know as Gayway Bowl is being developed into a shopping center. Permission was requested to relocate the two approaches to better serve the new shopping center. The approach on US-30 will be moved 20' farther west of the intersection and the approach on US-95 will be moved 29' farther north of the intersection.

Without objection, the Board granted the exchange deed to relocate the approaches subject to the permittee paying costs to be determined as outlined in Board Policy B-12-01.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

STM-5172(504) & STM-5704(600), Key Nos. 4400 & 4726 - Latah County Line-Mission Point and Latah County Line-Jct. SH-3 Benewah, Kootenai & Shoshone Counties. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$349,904.00.

STM-15-1(520)67 & STKP 5548, Key Nos. 4671 & 4349 - South 5th Ave. I.C.-Pocatello Creek I.C. and Katsilometes Site Stockpile Bannock County. Low bidder: Bannock Paving Co., Inc., Pocatello, Idaho - \$268,569.00.

STKP 4546, 4547 & 4561, Key Nos. 4077, 4078 & 4345 - Malad River, South Thousand Springs, Black Bear Gooding an Twin Falls Counties. Low bidder: Apple Sand and Gravel, Boise, Idaho - \$131,915.00.

July 20, 1990

STM-6451(512), Key No. 3948 - Salmon-East Lemhi County.
Low bidder: Lone Pine Equipment Co., Inc., Twin Falls,
Idaho - \$80,529.00

ST-2846(602), STM-2740(515), STM-2790(533), STM-2351(513), STM-2852(503) & STM-2741(512), Key Nos. 4765, 4337, 4549, 4555, 4550 & 4547 - Malad R. to Gridley; Heyburn I.C. to Minidoka; Bliss to Malad R. Br; Heyburn Br to Heyburn I.C.; Hansen Br to Jct SH-25 Gooding, Twin Falls, Cassia, Minidoka and Jerome Counties. Low bidder: Robert V. Bruggraf Co., Inc., Idaho Falls, Idaho - \$1,047,447.00.

STKP-1544, Key No. 4413 - Sandpoint Stockpile Bonner County. Low Bidder: Eucon Corp., Lewiston, Idaho - \$297,325.00.

STKP-1540, Key No. 4409 - Athol Stockpile Kootenai County. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$147,920.00

STM-6747(502) & STM-6747(501), Key Nos. 4380 & 4379 - MP-9.0 to Howe School; D.O.E. Road to Jefferson County Line Butte County. Low bidder: Kloepper, Inc., Paul, Idaho - \$116,199.19.

STM-86-1(504), Key No. 4539 - Salt Lake I.C. to Raft River I.C. Cassia County. Low bidder: Kloepper, Inc., Paul, Idaho - \$644,813.42.

STM-15-2(510, Key No. 4039 - West Blackfoot I.C.-Bonneville County Line Bingham County. Low bidder: Lone Pine Equipment Co., Inc., Twin Falls, Idaho - \$425,675.65.

STM-3271(570), Key No. 3634 - Lardo Bridge Valley County. Low bidder: Gillingham Const., Inc., Boise, Idaho - \$77,145.50.

STM-1531(531), STM-1481(596) & STKP 5553, Key Nos. 4565 4566 & 4492 - Montpelier-Geneva; NCL Montpelier-Concrete & Wardboro Stockpile. The District and Contract Administration Section recommend award of this contract to pursue these needed improvements in this remote corner of the State. The 25 percent premium over Engineer's estimate is due to changed conditions, lateness of the bidding, and excess optimism in estimating mobilization. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$291,510.00.

STKP-1542 & STKP-1543, Key Nos. 4411 & 4412 - Cedars and Peterson Hill Kootenai County. The District and Contract Administration Section recommend rejection of this bid because the low bid was more than 10 percent over the Engineer's estimate. The Board agreed. The project will be readvertised at a later date.


Disadvantaged Business Enterprise (DBE) Contract Extension. FHWA allows and has approved, a one-year extension of the current contract. The DBE Program, and individual DBEs, would benefit from continuation of these efforts by the contractor who designed and developed the program.

Without objection, the Board approved the extension of the contract with Kingsley and Associates, Inc., in the amount of \$90,195.00 to provide supportive services for the DBE Program.

1991 Proposed Legislation. Director Kiebert presented the following proposed legislation for the 1991 session:

1. Single Unit Length - 45': Will allow Idaho to be uniform with WASHTO's "Guide for Uniform Laws and Regulations Governing Truck Size and Weight Among WASHTO States."
2. Tractor Semi-trailer Combination: WASHTO Guide recommends that this combination be restricted to 65' overall length off of the National Truck Network. Restricts kingpin setting.
3. Eliminate Overall Length Restriction for Longer Combination Vehicles: Recommendation of WASHTO Guide.
4. Modify 49-1001 to Clarify Adding Axle Weights to Get Gross Weights.
5. Title on Vehicles Less than 10 Years Old: Vehicle which is over 10 years, without proper ownership documentation, will be issued a title if the owner provides an indemnifying affidavit.
6. Revision of Centennial Plate Program: (To correct technical problems with HB724). Changes effective date, design designator, and renames Section 49-416 - 49-416a.
7. HB659: Increases the rate of tax for aircraft engine fuel and changes the excise tax structure relating to the use of fuels in aircraft.
8. Increase daily per diem of Board to \$100.

WHEREUPON, the Board meeting adjourned at 11:45 AM.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and Approved
August 16, 1990
Boise, Idaho


July 20, 1990

SUPPLEMENT TO THE JULY 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

July 26, 1990

Through telephone contact with Board Chairman Marion Davidson, and Member John X. Combo on July 26, 1990, the Executive Assistant to the Board obtained approval of:

RRP-9162(4), Key No. 3866 - 300 West Road, Burley, Idaho Cassia County. The low bid was ten percent over the engineer's estimate. The District and Contract Administration Section recommended award of this contract as it would not be cost effective to readvertise this small project when the Union Pacific Railroad presently has material on hand for the crossing and is awaiting notification to commence work. Low bidder: Gordon Paving Co., Burley, Idaho - \$42,157.50.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and approved
August 16, 1990
Boise, Idaho

SUPPLEMENT TO THE JULY, 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

August 1, 1990

Through telephone contact with Board Chairman Marion Davidson, Vice Chairman Phil Batt and Member John X. Combo on August 1, 1990, the Right-of-way Supervisor obtained approval of:

Authority to initiate negotiations in excess of \$100,000 on Parcel No. 61, Gary G. Low, et al, Route No. I-90, Project No. I-90-1(138)14, Key No. 2601, District 1. Staff requested authority to initiate negotiations based on the reviewed fair market value (FMV) with authority to settle within 10% of the

August 1, 1990

reviewed FMV if necessary. Without objection, the Board approved the negotiation of Parcel No. 61 within 10% of the reviewed FMV.

MARION DAVIDSON, Chairman
Idaho Transportation Board

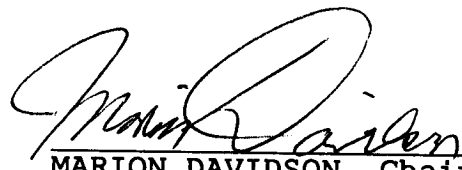
Read and approved
August 16, 1990
Boise, Idaho

SUPPLEMENT TO THE JULY 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

AUGUST 3, 1990

Through telephone contact with Board Vice Chairman Phil Batt and Member John X. Combo on August 3, 1990, the Right of Way Supervisor obtained approval of:

Authority to purchase Parcel No. 61, Gary G. Low, et al, Route No. I-90, Project No. I-90-1(138)14, Key No. 2601, District 1, less the remainder property, for \$310,000.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and approved
August 16, 1989
Boise, Idaho

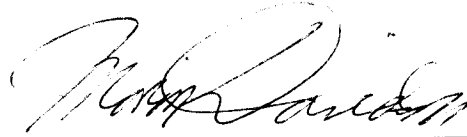
SUPPLEMENT TO THE JULY 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

August 6, 1990

Through telephone contact with Board Vice Chairman Phil Batt and Member John X. Combo on August 6, 1990, the Executive Assistant to the Board obtained approval of:

August 6, 1990

Authorization of the issuance of a special permit to allow Ms. Classen's 16-foot mobile home to move on its own axles on I-90 to Post Falls based on an economic hardship.



MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and approved
August 16, 1990
Boise, Idaho

August 6, 1990

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

August 16-17, 1990

The Idaho Transportation Board met in regular session in Boise, Idaho on August 16, 1990 at 8:30 AM in the Transportation Building. The following people were present:

Marion Davidson, Chairman - Region 3
Phil Batt, Vice Chairman - Region 2
John X. Combo, Member - Region 1
Mary F. Detmar, Executive Assistant to the Board
Kermit V. Kiebert, Director
George J. Neumayer, Deputy Director
G. Keith Green, State Highway Administrator
Jeff Stratten, Public Information Officer

Board Minutes. The July 1990 Board minutes were approved with typographical error corrected.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

September 13-14, 1990 - Boise
October 17-19, 1990 - Districts 3 & 4
November 30-December 1, 1990 - Boise
January 24-25, 1991 - Boise
February 14-15, 1991 - Boise

At 8:37 AM the Board went into executive session to discuss legal matters with Chief Legal Counsel Trabert. The regular meeting resumed at 9:32 AM.

Director's Report - Miscellaneous. Director Kiebert met with the Priest River Chamber of Commerce regarding improvements on US-2 near Thama. A few days later an accident with three fatalities occurred on US-2 east of the area to be reconstructed.

The Director met with area legislators in Idaho Falls and discussed the pending contract claim with Senator Crapo who represents B&C Construction, Inc.

Board Member Combo accompanied Director Kiebert to Salmon to attend a public information meeting on proposed legislation on alternatives to the 39-foot kingpin restriction on combination vehicles. While there, they also drove US-93 to Lost Trail Pass.

An infrastructure bonding proposal on high priority projects is being considered by the Governor and other state officials which would be tied to a revenue increase.

August 16, 1990

Director Kiebert suggested that the off-loading enforcement policy to be discussed later in the agenda should be processed as an administrative rule instead of a Board Policy.

The Department is negotiating a settlement on State v. Reece and a compromise with the Department of Agriculture is being discussed regarding tolerances on weights and measures.

An update on the District 1 headquarters construction was distributed. Occupancy is expected about mid-October, 1990.

Deputy Director's Report - Miscellaneous. Deputy Director Neumayer reported on the impact to the Department of the Iraqi invasion of Kuwait. Existing fuel contracts contain a clause to allow suppliers to increase or decrease the cost depending on world markets. Consequently, an increase of ten cents per gallon has been experienced which amounts to approximately \$17,000 per month to the Department. Board Vice Chairman Batt asked if conservation measures have been implemented; Neumayer replied that some were being initiated.

Board Member Combo met with the Deputy Director in Pocatello to discuss the Department's proposed strategic plan. Combo wants the plan to be simple and straightforward. The Department's basic mission will be written and discussed with the Board at a future meeting. Neumayer expected the plan to be easy to write since current operations (i.e. rules, policies, procedures) fit nicely into a strategic plan.

Regarding recent inquiries by the Board about out-of-state travel, Neumayer found that 91% of the travel is related to AASHTO, WASHTO, AAMVA and TRB associations. The Board supported attendance and participation at these meetings and believed, therefore, that the out-of-state travel is budgeted appropriately.

Deputy Director and Chief of Transportation Services Lydston attended the AASHTO Policy Committee meeting of chief executive officers in Utah. The overriding issue was the national deficit and its impact on transportation now and when the new act is formulated. Twenty-three different policy matters were discussed and voted upon during the meeting. Also, 27 committee reports and proposals were heard and discussed. Those of significance were outlined in a written report by Neumayer. Twelve of the WASHTO states continued to hold a dissenting view (from AASHTO and Idaho) on make-up of the next federal highway act. Those states

asked that the act specifically request equitable funding for the rural states and preserve the categorical programs of urban, secondary, bridge, interstate construction and safety. Idaho continues to be aligned with AASHTO and the 20/20 recommendations.

Request to the Board of Examiners for FY90. Deputy Director Neumayer outlined the four requests made to the Board of Examiners since July 1, 1989. Requests requiring Board of Examiners' approval involve payment of 192.5 hours of straight-time overtime accrual to Bridge Section employees (approved), a request to extend the time permitted for reimbursing realtor fees for Department employee Patrick Lightfield, P.E. (approved), payment for compensatory time for five Department employees to meet critical data processing development schedules for the federally mandated commercial drivers license program (approved), and an extension of the annual leave accrual limit that would otherwise be lost while working during the critical period (approved). Both the overtime payment and leave extension issues will expire when the specific projects are completed.

Agreements and Contracts for Outside Services. Agreements and contracts for professional and general services amounted to \$4.9 million during FY90. The approximately 10% decrease occurred in the General Consulting category. Evaluation indicated that Ada County Highway District (Right-of-Way Demonstration projects) constituted the over-all decrease from FY89.

Uncollectible Accounts - Motor Vehicles. The Board reviewed the collection history of 13 motor vehicles accounts over \$1,000 deemed to be uncollectible. The uncollectibles result from unpaid weight/distance taxes, penalties and registration fees.

Without objection, the Board approved writing off the accounts as recommended.

Delegation - Glenwood Bridge over the Boise River. Ada Planning Association's Deputy Director Olen presented traffic data and diagrams showing the constriction of the two-lane structure on Glenwood, SH-44, over the Boise River. A four-lane road with a center turn-lane exists on either side of the bridge. The area has experienced four consecutive hours of the highest level of congestion. APA has assigned the project its first priority in Ada County. Garden City Mayor Davis urged the Board to give the bridge its highest consideration.

Board Member Batt recognized that the bottleneck needs to be fixed but indicated the problem is endemic throughout the state. It is imperative that the state receive more

money for road improvements. He urged the city, county and state officials present to tell state legislators of the existing highway needs.

Delegation - Moscow City Officials concerning SH-8, US-95 Couplet and A Street. Mayor Agidius outlined the City's priorities: 1) SH-8 in two phases: from Line Street to the Washington State Line and then from Washington Street to Line Street; 2) US-95 couplet in two phases with the north end first and the south end last; and 3) A Street from Jackson to Farm.

Council Member Crookston and the Director asked that phase one of SH-8 be widened to the south side of the highway rather than the planned north side, and with construction in 1994 to coincide with the State of Washington's highway project. On phase 2, he asked the Board to allocate resources to study alternatives. On the US-95 couplet project, he thanked the Board for keeping the northbound section at the north end on schedule in 1991; and asked that the southbound section be built in 1992. The City would also like phase 2, the south end of the couplet, to be constructed in 1996.

Council Member Hodge spoke about the A Street project status from 1984 to present. Final design and construction drawings are in progress and the City would appreciate construction in 1998.

Council Member Baron said the City's priorities remained unchanged and hoped the Board would share the City's commitment for project scheduling.

Mayor Agidius concluded by saying the projects have broad community support and are urgently needed since the year 2000 traffic volumes have been exceeded.

Right-of-way requirements on the SH-8 project were discussed. SHA Green indicated the state had sufficient right-of-way on the north side of the highway to construct the project as planned. Because we have adequate right-of-way, any additional right-of-way on the south would not be purchased at state expense. He indicated, though, the department would be willing to work with the city in order to realign the project to the south as requested. The Board will ask the District Engineer to communicate right-of-way needs to the City.

Board Member Batt spoke of the serious need for additional highway funding. He believes that it is necessary to educate the public to assume paying a larger share for transportation costs. Idaho ranks 35th in the nation in average annual cost per mile; i.e. an Idaho vehicle owner pays only 1.3 cents to drive his car one mile. The study compared fuel, registration, property and other highway taxes by state. The tax cost in cents per mile was determined

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using a vehicle that drives 12,000 miles a year and averages 20 miles a gallon. He urged the City officials to testify at upcoming legislative hearings on highway needs.

Lunch with Idaho Highway Users Federation Executive Committee. Chairman Logan Lanham cited four items for discussion: 1) using funds other than highways to fund the Department of Law Enforcement and Idaho State Police; 2) a gas tax increase in 1991; 3) the 1987 truck study; and 4) the local highway needs assessment.

Board Member Batt believed the local needs study was a realistic appraisal of the existing condition. He said it is now necessary to adjust the public's thinking toward a higher level of funding by reorganizing individual priorities. It may possible that an additional funding source besides the gas tax, such as bonding, personal property tax, registration, or getting Law Enforcement out the Highway Distribution Account, will be necessary to adequately fund highway needs. State legislators will design the revenue package but he reiterated the need to look at a broader range of funding.

Concerning the 1987 truck study, the Motor Carrier Advisory Committee and Idaho Motor Transport Association is working to get trucker reaction, then the study would be put out for general review.

Delegation - Wallace Street Improvements. Mayor Pellessier wants to maintain the historical integrity of the city. He presented a video showing curb deterioration, broken pavement, heavy traffic loads and congestion. He and consultant engineer Haynes proposed a \$1.36 million project with \$760,700 being funded from an LID and a community development block grant. ITD's portion would be \$599,800. The City proposes to construct the project in April 1991.

The Board will ask District Engineer Baker to analyze the proposal and present a recommendation at a future Board meeting.

Board Member Batt spoke of Idaho's critical need for highway funding and the recently released study showing a \$7.3 billion backlog of highway needs on state and local systems. He asked those present to contact their state legislators and identify specific local needs that are being unmet due to inadequate revenue.

Alternative Methods for Dispute Resolution - Public Contract Claims. Chief Legal Counsel Trabert stated that in light of the Ada County District Court's decision in the Eterna-Line Corporation claim, consideration should be given to altering the means by which public contractor's claims are resolved. Many states are facing the same problem as Idaho. There appears to be a national trend towards some form of arbitration being employed to resolve these types of claims.

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The Board asked the Director to establish a task force (including Board Member Combo) to make recommendations concerning any changes to be made in the Department's claims resolution procedures and report back to the Board.

Whereupon the Board meeting recessed at 5:10 PM.

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The Board meeting reconvened at 8:15 AM in the Transportation Building in Boise, Idaho. The same people were present.

Motor Vehicle Accounting Bad Check Report. During April, May, June 1990 \$6,643,676 in checks were processed. Returned checks totaled \$18,644.30; of the returned checks \$7,459.28 was collected, representing a 40% collection rate. Returned checks since September 1983 totaled \$658,313.29. Of the returned checks \$529,681.14 have been collected, representing an 81% collection rate.

The Board asked Chief of Motor Vehicles Doug Kraemer to verify percentages in the report and report to the Deputy Director.

Ton-Mile Tax Issues. Chief of Motor Vehicles Kraemer reported that until Idaho ton-mile tax laws are changed to agree with the International Fuel Tax Agreement (IFTA) regulations, there is no way that the fuel tax and ton-mile tax can be compared. Legislation is currently pending in the Congress to mandate that all states join IFTA.

Staff requested approval to bring the ton-mile tax into conformity with IFTA regulations in order to establish a common data base and single monitoring system.

Without objection, the Board approved staff continuing to work on establishing a common data base and single monitoring system in conformity with IFTA regulations.

Ton-Mile vs Registration. Chief of Motor Vehicles Doug Kraemer reported that for several years, certain facets of Idaho's motor carrier industry have wanted to eliminate Idaho's weight-distance tax. It is in the interest of ITD to simplify the present truck registration procedure.

The Board directed staff to seek public support for repeal of the ton-mile tax and develop legislation for 1991 to standardize the audit procedure for both ITD and Tax Commission, eliminate the split weight reporting, place the difference between farm and commercial fees on registration, and simplify the mileage record-keeping procedures for carriers. The Board believed consideration should be given

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to raising of some of the present revenue through a fuel differential tax.

Draft Administrative Rule Outlining the Limits Within Which Overlegal Vehicles May be Operated. Idaho Code mandates that no vehicle shall transport a load under conditions that would result in the loss of federal highway funds. Additionally, Title 23, Code of Federal Regulations requires that administrative guidelines be included in each state's size and weight enforcement plan, as to the manner in which off-loading of overlegal vehicles will be handled.

The Board directed staff to process the statement on enforcement of off-loading policy for size and weight through appropriate procedures.

Delegation - Blaine County and City Representatives concerning SH-75 Traffic Congestion. Blaine County Planning and Zoning Commission member Harlig presented a video showing extreme traffic congestion on the two-lane SH-75 in the Wood River Valley, specifically between Hailey and Ketchum. He asked the Board's consideration to expand the road to a four-lane facility.

Ketchum Mayor Young indicated there was a growing consensus to solve the situation. Sun Valley Mayor Leider said the bike path system, including the tunnel to be constructed at Elkhorn Road, has helped the traffic problem but is not the ultimate answer.

SHA Green presented a history of a proposed four-lane highway in the valley. In 1974 citizens in the valley rejected the plans. In 1983 ITD acquired abandoned railroad right-of-way along parts of SH-75 but the City of Ketchum wanted the right-of-way to be used for non-highway purposes. The Board recently approved state funds for a passing lane on sections of SH-75. The City of Sun Valley and Blaine County shared the cost of the new bike path and tunnel.

Board Vice Chairman Batt asked if there was opposition now to a four-lane highway. Blaine County Commissioner Reynolds said that alternatives including light transit, rail and maglev have been explored but he did not believe it would help the congestion.

Mr. Batt talked of the severe limitation of highway funds and the obvious need for additional revenue before proposed highway projects can be constructed.

In response to Mr. Harlig's question about what the communities and county could do to help, Mr. Batt suggested they talk to state legislators and attend the local highway needs public hearings being held statewide. SHA Green recommended they continue to work out any local opposition to the proposal.

The group will be advised of any Board action after the September highway development program review.

State Highway Administrator's Report - Miscellaneous. Following up on the Deputy Director's discussion of out-of-state travel, SHA Green requested permission to take additional people to the AASHTO and TRB meetings in order to adequately cover all of the sessions. The Board agreed with the request.

Board Policy B-19-05, "Federal-aid Urban Funds". Department staff presented a Board policy that would regulate distribution of Federal-aid Urban funds according to the concept submitted to and approved by the Board at the May 17-18, 1990 meeting.

Without objection, the Board approved Board Policy B-19-05 and authorized its distribution.

Board Policy B-14-03, "Selection of Pipe Culverts". The Roadway Design Supervisor recommended that this policy be rescinded since the selection of pipe culverts is covered in Section 14-460 of the Design Manual. The members of the Management Review Committee have concurred in this recommendation.

Without objection, the Board approved the rescission of Board Policy B-14-03.

Revised Board Policy B-09-06, "State Highway Removals and Additions". Chief of Transportation Services Lydston suggested that in light of Senate Bill 1433 enacted during the last session, the policy be revised to address "local service highways." After considerable discussion, CTS Lydston withdrew the proposal and will draft a statement or policy on maintenance levels of service.

Sandpoint Railroad Relocation Project, Project No. RRP-RRS-5121(38), Key No. 3192. Department staff reported that the Federal Highway Administration would approve the use of rail crossing funds, for the Sandpoint railroad relocation. Additional rail demonstration funds could be pursued if both the Moscow and Sandpoint rail relocations are to be constructed.

The Board directed Department staff to continue to explore the possibilities of Congressional legislative change to allow flexibility to spend Idaho's rail demonstration funds in either/both Moscow and Sandpoint. The Director will communicate the decision to Sandpoint City officials.

Minidoka to Arco Route Feasibility Evaluation. The proposed route was requested by Craters of the Moon Development, Inc., in March 1988. Department staff reported that construction of a new state highway from Minidoka to Arco is

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estimated to cost \$900,000 per mile due to the irregular terrain through lava rock. Total cost of construction is estimated at \$64,800,000.

The total evaluation rating is 55 points. Transportation Board Policy B-09-06 requires a minimum rating of 70 points for a staff recommendation to add the route to the state system.

The Board directed staff to notify the Craters of the Moon Development, Inc. that a state highway route from Minidoka to Arco is not feasible because of the lack of available funding at this time, the high cost of the project, and that projected traffic volume is too low to warrant including the route on the state highway system.

System Action Proposal, Route No. SH-55, Project No. F-3271(052), Key No. 3758, District 3, Junction SH-44 & 55, North of the Shadow Valley Golf Course. Department staff requested approval for a system action and authorization of a system action hearing to be included with the combined location and design public hearing.

Without objection, the Board authorized and approved the system action and combined location/design hearing on F-3271(052).

System Action Proposal, Route No. SH-55, Project No. F-3271(33), Key No. 2027, District 3, Eagle Alternate Route. Department staff requested approval for a system action and authorization of a system action hearing to be included with the combined location and design public hearing.

Without objection, the Board authorized and approved the System Action and combined location/design hearing of F-3271(33).

Underground Storage Tank Program. The Board approved a consultant study of ITD's underground storage tanks (UST) at its September 1989 meeting.

The difference in cost presented by the consultant for the four basic scenarios investigated relate primarily to different concepts of tank replacement and differing costs for leak mitigation. The consultant estimates of cost range from a low of approximately \$6 million to a high of about \$21 million.

A major portion of the consultants estimated costs was for cleanup of leaking tanks. Based on a two-year program, total cost of complying with the UST program is estimated at \$4,823,000 and for an eight-year program the estimate is \$5,701,000. The difference in costs reflect not only inflation but increased leak mitigation costs.

Cleanup contingency for FY92 (2-year program) is based on an estimate of \$125,000 per District. Cleanup contingencies for the eight-year program are based on attaining a maximum statewide requirement of \$225,000 by FY95 and FY96 and then reducing to a lesser amount in future years.

Without objection, the Board approved the eight-year program for completion of the UST program believing that costs for the program may be reduced when actual contracts are awarded.

Access Control Map for the Rural State Highway System.
Department staff presented the updated access control map for the Rural State Highway System in accordance with Board Policy B-12-15.

Areas highlighted on the map have been changed from Type IV access to Type II access to reflect a more realistic access control in developed areas adjacent to cities.

Without objection, the Board approved the updated access control map for the rural state highway system. That map is shown as Exhibit 8 which is made a part hereof with like effect.

Recommended Roadway Widths for Rural Highways Map.
Department staff presented the updated map of recommended roadway widths for rural highways in accordance with Board Policy B-14-02.

The basic width of rural arterial highways has been increased from 34 feet to 36 feet to better align with recommended widths in the 1990 AASHTO Publication "A Policy on Geometric Design of Highway and Streets."

Without objection, the Board approved the roadway width map for rural highways. That map is shown as Exhibit 9 which is made a part hereof with like effect.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

STKP 1544, Key No. 4413 - Sandpoint Stockpile, Bonner County. Low bidder: Eucon Corporation, Lewiston, Idaho - \$297,325.00.

FH-15-1(001) & RS-5704(001), Key Nos. 4276 & 2326, Harvard Hill, Benewah County. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$1,710,442.60.

ST-2390(611), STM-2392(573), STM-2352(539), STKP 4552, 4558 & 4559, Key Nos. 4767, 4338, 4558, 4083, 4342 & 4343 - Shoshone St., Shoshone RR Tracks, Shoshone-E Richfield,

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Prince Corner, East Gooding & East Jerome, Lincoln, Gooding & Jerome Counties. Low bidder - Idaho Sand & Gravel Co., Inc., Nampa, Idaho - \$1,044,436.00.

RRP-9266(003), Key No. 3765, Holbrook Road, Rigby, Jefferson County. Low bidder: H-K Contractors, Inc. Idaho Falls, Idaho - \$23,383.00.

STM-1786(539), STKP-5556, STKP-5557 & STKP-5549, Key Nos. 4567, 4577, 4674 & 4350, Blackfoot River-Henry; Wayan Stockpile; MP-85 Stockpile & Alexander Stockpile, Caribou County. Low bidder: Kloefer, Inc., Paul, Idaho - 356,808.90.

IR-84-3(30)173, RS-2751(005) & M-8072(003), Key Nos. 3409, 4444 & 4487, US-93 I.C. to SH-50 I.C.; Jct. I-84-Jerome S.C.L.; Jerome S.C.L. to Avenue H, Jerome County. Low bidder: Gordon Paving Co., Burley, Idaho - \$609,978.18.

ST-4170(600) & STKP-2534, Key Nos. 4611 & 4367, Little Potlatch Creek-Kendrick & Kendrick Stockpile, Nez Perce & Latah Counties. Low bidder: Poe Asphalt Paving, Inc., Clarkston, Washington - \$1,066,581.15.

STKP 1542 & STKP 1543, Key Nos. 4411 & 4412, Cedars and Peterson Hill, Kootenai County. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$430,000.00.

ST-7622(600), Key No. 4764, Burley City Streets, Cassia County. Low bidder: Gordon Paving Co., Inc., Burley, Idaho - \$735,955.72.

STM-1491(532), Key No. 3652, Bear River Hill to Downey, Franklin & Bannock Counties. The low bid was more than ten percent over the engineers estimate. The excess cannot be justified and the District recommended that the project be readvertised; the Board agreed.

Proposed Selection for the Office of Highway Safety Manager Position. CTS Lydston reported that the four applicants on the Highway Safety Manager register were interviewed and ranked by the following rating panel members: Bill Jarocki, Traffic Safety Commission, Chairman; Don Morse, Asst. Contract Administration Supervisor; and Doug Kraemer, Chief of Motor Vehicles.

Marie Bishop was selected, based on the panel's rating. Marie has managed half of the Rural Transportation program and has been an innovative performer as a Public Transportation grants officer. Marie's work with the Public Transportation advisory group and Urban Mass Transit Administration provides an experience base for working with the Traffic Safety Commission and National Highway Safety Administration.

Without objection, the Board approved the selection of Marie Bishop for Highway Safety Manager.

FY91 Highway Safety Plan. The plan was distributed to the Board members in advance of its formal presentation to be made during the September Board meeting

Appointments to Motor Carrier Advisory Committee. The Board was advised that the Governor has made the following appointments effective for three-year terms beginning July 1, 1990:

Paul Blomberg, Transcontinental Transport, Inc., Boise - representing the transcontinental interstate common carriers

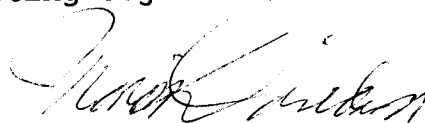
Shaun Watson, Watson Enterprises, Pocatello - representing heavy haulers

Jim Mitchell, Boise Cascade Corporation, Boise - representing private carriers (reappointment)

Jack Buell, St. Maries - representing wood product carriers (reappointment)

Tour of Headquarters. After lunch, Board members toured the Headquarters complex and met many of the employees.

WHEREUPON, the Board meeting adjourned at 3:00 PM.



MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and Approved
September 14, 1990
Boise, Idaho

August 17, 1990

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

September 13-14, 1990

The Idaho Transportation Board met in regular session in Boise, Idaho on September 13, 1990 at 8:30 AM in the Transportation Building. The following Board members were present:

Marion Davidson, Chairman - Region 3
Phil Batt, Vice Chairman - Region 2
John X. Combo, Member - Region 1

Board Minutes. The August Board minutes were corrected and approved.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

October 17-19, 1990 - Districts 3 & 4
November 30-December 1, 1990 - Boise
January 16-18, 1991 - Boise
February 14-15, 1991 - Boise

Director's Report - Miscellaneous. Director Kiebert attended the HCR47 legislative hearings on highway needs in Coeur d'Alene, Lewiston and Idaho Falls.

He met with the Idaho Motor Transport Association members during the annual meeting in McCall. The trucking community was pleased with staff attendance at the conference. He discussed penalties on overweight, a package of trucking issues, and resolution of legal matters in Lewiston.

According to the director, the "Transportation Investment and Trust Act of 1990" would raise the obligation ceiling and take highways off the unified budget and out of the reach of Gramm-Rudman.

Deputy Director's Report - Miscellaneous. Deputy Director Neumayer attended the Governor's Critical Issues Conference, a three-day session of department heads and the Governor, to identify major Idaho State government policies and objectives for 1990 and beyond. The mission statement for the executive branch is: "Idaho State Government will recognize and protect the state's special and unique quality of life, uphold the public trust and meet the needs of all citizens through 1) responsible stewardship of human and natural resources, 2) pursuing a strong economy, 3) providing

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quality public service through dedicated employees and creative leadership, and 4) ensuring accessible and responsive government." Fifteen objectives were identified and assignments were made to agency heads to plan and develop those objectives for discussion at future meetings. ITD was assigned co-development with the Department of Water Resources of "improving federal partnership." A review by legislative leadership will be scheduled by the Governor to develop a broad understanding and involvement of the new plan. The conference objectives were similar to the ideas and discussions held recently with the Board regarding ITD's strategic plan. Mr. Neumayer commented that direction given by the Board will fit nicely into the statewide mission that has been established.

Two items were questioned during the previous Board meeting. Mr. Neumayer reported that in both cases figures were reported incorrectly, and he appreciated it being brought to staff's attention.

The Principal Management Group (ITD Section Supervisors and above) will meet in its annual session on September 25-26. The Board was cordially invited to attend any or all of the session. A letter-writing seminar will be held on the first half day followed by an all-day review of Department operations and accomplishments.

Airport Revolving Fund. In June 1989 the Aeronautics Advisory Board suggested that a revolving loan program be established instead of the current State airport grants-in-aid program. The Board learned at a later meeting from legal counsel that the proposed fund could legally be established and operated. Subsequent staff discussions determined that no existing user funds were available for such a purpose. The possibility of using general fund money was discussed. Vice Chairman Batt expressed serious reservations about the program being used by municipalities to match federal-aid for projects that were not necessary.

The Board approved, without objection, a request to the Governor for \$1 million in general fund money for the airport revolving loan program provided that municipalities would not be allowed to use the funds to match federal-aid.

Annual Review of the Federal-aid Highway Development Programs: Secondary, Urban, Critical Bridge, Rail-Highway Crossings, and Hazard Elimination. The Board and staff reviewed the programs as presented. Approval was withheld until the remaining programs could be reviewed the following day.

Aeronautics Administrative Rule Revisions. In keeping with the renumbering and reformatting of administrative rules, the following were submitted to the Board. No substantive changes were included in any of the proposals.

Rule 39.03.27.02, Federal Aviation Regulations (Adopted) - changed to 39.D.01.

Rule 39.03.27.5, Marking of Obstructions to Air Flight - changed to 39.D.02.

Rule 39.03.27.6, Restriction of Flight in Designated Emergency Areas - changed to 39.D.03.

Rule 39.03.27.8, Aircraft Registrations - changed to 39.D.05.

Rule 39.03.27.9, Commercial and Through-the-Fence Operations and Hangar Construction at State Airports - changed to 39.D.06.

Rule 39.03.27.10, Aerial Search and Rescue of Lost Aircraft and Airmen - changed to 39.D.07. Board Member suggested that the term "airman" be substituted with a word not referring to gender. The term pilot/passenger could be used.

Without objection, the Board approved the renumbering of the aeronautics' administrative rules and authorized processing through the Administrative Procedure Act.

General Administrative Rule Revisions. In keeping with the renumbering and reformatting of administrative rules, the following were submitted to the Board:

Rule 39.01.01.13, Petition for Adoption, Amendment or Repeal of Administrative Rules changed to 39.A.02.

Rule 39.01.01.15, Hearing Procedure for Motor Vehicle Related Hearings, Mileage Tax Audit Hearings and Other Matters changed to 39.A.03.

Without objection, the Board approved the renumbering of these rules and authorized processing through the Administrative Procedure Act.

Staff requested the repeal of 39.01.01.14, Hearing Procedure, since the subject is covered in other administrative rules.

Without objection, the Board approved the repeal of Rule 39.01.01.14.

Chief of Motor Vehicles Report - Miscellaneous. CMV Kraemer reported that Idaho became the 21st state in the nation to implement the commercial drivers license program on September 5, 1990. The system has been running smoothly.

The automated titles system is in place in the counties and for the first time, the ITD Titles Section has no backlog of titles to process.

Department Audit of Canadian Carriers. Seven auditors spent two weeks in July 1990 auditing Canadian based accounts in the Provinces of British Columbia and Alberta. Sixty-two audits were completed during this trip, resulting in a dollar assessment of \$89,046.

State Highway Administrator's Report. SHA Green advised the Board that staff was ready to select a consultant for design of the Clear Lakes Grade.

The request for \$1 million in interstate discretionary funds was denied.

The SHA is considering elimination of the interchange at Higgins Point due to the difficulty of completing the fill in Coeur d'Alene Lake. The Department of Fish and Game wants the fill face to be covered entirely with rock appropriate for spawning beds. The Transportation Department has complied with the 404 permit but the gradation of the material specified in the permit is not what Fish and Game wants, so we are finding material which is acceptable to them.

Three requests were made of the Board during the July 1990 tour of District 6 to improve the curves on US-93 north of Darlington. District 6 Engineer evaluated the requests and determined that the posted speed is safe for the design of the curve. Thirty-eight delineators have been installed to alert the traveling public. The school district is trying to purchase abandoned railroad right-of-way. Total cost to reconstruct the curve would be \$486,000. The District may consider an escape ramp. The Board suggested that "chevrons" also be installed to warn drivers.

During the meeting with Moscow city officials in August, a comment was made that \$163,000 of federal-aid urban funds were used to improve an intersection in Moscow without the city's knowledge. The SHA verified that statement and indicated the funds were used inadvertently without the city's approval.

FY92 Budget Request. SHA Green and Deputy Director Neumayer presented the Department's budget for Board consideration. The state-funded overlay program was increased by \$17 million to meet the \$25 million program recommendation of the Highway Users Federation. With the proposed program enhancements and increased overlay program,

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the budget shows a shortfall of \$34.7 million. The Board indicated the budget should reflect the amounts expressed in the highway needs assessment. The FY92 budget will be revised accordingly.

Status of State-Funded Projects. Staff reported that the Board-approved projects for FY89 were constructed for a contract savings of \$1.4 million under the approved estimates. Projects currently under construction show a contract savings of \$1.1 million.

Status of 500 South Road, Burley, Project No. RS-2839(002), Key No. 4003. Staff reported that the following offer was submitted to and refused by the Burley Highway District: that the Department would provide \$500,000 in secondary federal-aid funds to the Burley Highway District for construction of the 500 South Road, Phase II project. The \$500,000 is the maximum amount to be programmed and is to be provided at a 50% participation rate. If the project cost is reduced, the Department's share would be reduced accordingly in order to maintain the 50% participation.

The State would provide federal-aid secondary (FAS) funds for the project, and future annual allocations of FAS funds to Burley Highway District will be used on state projects throughout the state. At current federal funding levels, this will add 7.4 years to the Burley Highway District's payback period.

The Board recognized the need to complete the project. Staff was directed to notify the Burley Highway District that \$500,000 was allocated for the second phase of 500 South Road and was programmed in FY95. The Highway District will also be advised to look at a block grant or other sources of revenue for the rest of the necessary funding.

Statewide Tourist Oriented Directional Signs (TODS) Program, Rule 39.C.64. The 1988 Manual on Uniform Traffic Control Devices (MUTCD) has provisions for signing service and tourist oriented businesses on the primary highway system. The FHWA has highly recommended that the State adopt such a program to enhance the outdoor advertising program in order to help control small business signs located on primary highways in control areas.

Without objection, the Board approved Rule 39.C.64 and approved the repeal of Rule 39.02.03.4, Signing for Motorist Services, Tourist & Recreational Facilities, when the TODS rule is finally adopted.

1990-91 Winter Maintenance Standards. Board Policy B-05-06 requires annual presentation to the Board for proposed levels of winter maintenance on all State routes for the upcoming winter. Maintenance Engineer Sullivan recommended retention of the 1989-90 standards based on his review of

existing conditions and practices.

Without objection, the Board approved using the 1989-90 winter maintenance standards for the 1990-91 winter season.

Authority to Fund and Acquire Nez Perce County Site and Authority to Trade Surplus Source NP-103, District 2, Lewiston. The Nez Perce County yard site, approximately 1.5 acres, lies between the Department's District 2 office and the adjacent maintenance yard. Justification for the acquisition is expanded needs and protection of existing facilities.

Staff recommended trading NP-103 to Nez Perce County as partial payment for 1.5 acres of land near the District Office. The approximate seven acres of NP-103 is surplus to Department needs and has an estimated value of \$2,500 per acre.

Without objection, the Board approved 1) the acquisition of 1.5+ acres from Nez Perce County between the District 2 office and maintenance yard, 2) the trade of seven acres of surplus source, NP-103, to the County, and 3) funding to complete the acquisition.

Condemnation Action. As recommended by the Chief of Highway Operations, the Board signed the orders of condemnation on the following parcels:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
F-2392(32)	4 & 5	1649	SH-75
ST-7024(600)	2	4619	Lewiston

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

ST-1480(600), Key No. 4769, Topaz Bridge to Lava Hot Springs. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$768,336.00.

ST-2360(603), Key No. 4766, Buhl City Streets, Twin Falls County. Low bidder: Nelson Construction Co., Boise, Idaho - \$212,040.00.

STM-3290(602), Key No. 4707, Lowman to Banner Summit, Boise, County. Low bidder: Universal Construction, Inc., Emmett, Idaho - \$69,252.75.

ST-2390(600) & ST-2390(601), Key Nos. 4612 & 4620, Elkhorn Road Intersection, Passing Lane, Hailey-Ketchum, Elkhorn & McHanville Pedestrian Underpasses, Blaine County. Low bidder: Nelson Construction Co., Boise, Idaho - \$1,100,916.00.

September 13, 1990

STKP-3638, Key No. 4125, McCall Stockpile, Adams & Valley Counties. Low bidder: Seubert Excavators, Inc., Cottonwood, Idaho - \$208,550.00.

ST-7024(600), Key No. 4619, Down River Road, Lewiston, Nez Perce County. Low bidder: Steelman-Duff, Inc., Clarkston, Washington - \$375,767.48.

IR-84-2(037)50, Key No. 4632, Cole Ramp Signals, Ada County. Low bidder: Tri-State Electric, Inc., Boise, Idaho - \$97,670.00.

BLDG. 41006, Key No. 4774, Re-roof Shoshone Maintenance Building, Lincoln County. Low bidder: Cedars West, Inc., Boise, Idaho - \$62,668.00.

IR-F-4114(072), Key No. 3350, Lewiston P.O.E., Nez Perce County. The low bid was more than ten percent over the engineer's estimate. The excess cannot be justified, and the District recommended that the project be readvertised. The Board agreed.

Appointment of Automobile Dealers Advisory Board Member. The Board was advised that the Governor appointed Mr. Ron Manser, Manser, Inc., Payette, Idaho to the Automobile Dealers Advisory Board effective August 28, 1990, expiring July 1, 1993.

Executive Session. The Board members and Chief Legal Counsel Trabert went into executive session from 4:25 to 4:48 PM to discuss matters currently under litigation.

WHEREUPON, the Board meeting recessed at 4:50 PM.

September 14, 1990

The Transportation Board meeting reconvened at 8:15 AM. All Board members were present.

Annual Review of the Federal-aid Highway Development Programs: Interstate 4R and Primary. The program review continued with some adjustments recommended by the Board members.

Without objection, the Board approved the updated programs shown in the following exhibits which are made a part hereof with like effect.

- Interstate 4R, Exhibit 10
- Primary, Exhibit 11
- Secondary, Exhibit 12
- Urban, Exhibit 13
- Critical Bridge, Exhibit 14
- Hazard Elimination, Exhibit 15


September 14, 1990

- Rail-Highway Crossings, Exhibit 16

The highway development programs will be published in a new format this year and should be ready for distribution in two weeks.

Headquarters Employee Service and Retirement Awards.
Vice Chairman Batt, Member Combo and members of management presented awards, pins and certificates to employees in headquarters who had recently retired or achieved service in five-year increments of time.

WHEREUPON, the Board meeting adjourned at 3:00 PM.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and Approved
November 30, 1990
Boise, Idaho

September 14, 1990

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

October 17-19, 1990

The Idaho Transportation Board met in Boise, Idaho on October 17, 1990 at 8:00 AM to begin the regular Board meeting and tour Districts 3 and 4. The following people were present:

Marion Davidson, Chairman - Region 3
Phil Batt, Vice Chairman - Region 2
John X. Combo, Member - Region 1

Tour of District 3. From Boise, the Board and staff members drove SH-44 and SH-55 and viewed the progress on the Horseshoe Bend Hill project which should be open to traffic in the fall of 1991. The tour continued west on SH-52 where the group looked at the completed scrub and seal coat project as well as potential cold recycle projects. They also saw the additional bridges on SH-52 that are scheduled for replacement in FY91 and FY92.

At a coffee stop in Payette, the Board visited with Senator Hartung and Representative Jones. The group also viewed the recently completed project on 3rd Avenue.

From Payette, the tour continued north on US-95 through Weiser to the Devil's Elbow project which was opened to traffic during the last month. Senator Hartung and Representatives Jones and Sutton accompanied the Board to Devil's Elbow. The Board also reviewed the proposed Weiser alternate route scheduled in FY94. The group returned to Weiser on US-95.

Delegation - U.S. Highway 95 Association and Area Legislators. Doug Hoffman is the Association's District 3 representative; Ron McMurray coordinates the activities for District 2. Mr. Hoffman complimented the Department on the Devil's Elbow project and indicated the Association is working closely with the District on the Weiser alternate route. He expressed concern about the lack of a planned stop light at Park Street and 7th. The signal is needed, he said, for the safety of children at a nearby school. The preferred new route does not have much opposition, but he indicated the Association would like the project accelerated. Property owners near the proposed alignment of the preferred route would like a public hearing and location decision soon so that they know how their property will be affected.

Jack Tallent believed US-95 is not getting enough attention. Vice Chairman Batt responded that the Board has allocated over fifty percent of the state's resources to improving US-95. Mr. Tallent said the highway is the most important commercial highway in the state; many sections are substandard causing traffic to bypass cities which results in

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economic hardships. According to Mr. Tallent, the objective of the Association is to find out how much money is needed for highway improvements, then go to the state legislature with a request for appropriate funding. Mr. Tallent believes US-95 should be constructed as an all-weather highway, 34-foot wide, with adequate passing lanes and load limits comparable to the interstate system. Vice Chairman Batt remarked it would take over \$300 million to bring US-95 to that kind of standard.

A highway straightening project in the vicinity of the Mann Creek Store would be a great improvement, according to Mr. Tallent.

In response to a question from Representative Sutton on a time schedule for the Weiser alternate route, Vice Chairman Batt responded that project timetables are hard to define because of the Department's difficulty in predicting the future of federal funding.

Chairman Davidson urged the Association to participate in the legislative hearings being conducted to identify highway needs in the state. He said the Department needs a significant increase in highway funding to continue the development programs.

When asked the position of local legislators, Senator Hartung and Representatives Jones and Sutton indicated they had conducted a town meeting the night before to determine their constituents' attitude on several subjects, including roads and bridges. Senator Hartung said most of the people present favored an increase in the gas tax or a toll-road type of assessment. Both of the House members supported some type of increased funding for transportation improvements.

Following lunch, the tour continued south on US-95 to Wilder, then east on SH-19, I-84, SH-55 and US-20 to the District Three Office.

Delegation - Residents on SH-55, Eagle Road. Three residents of a subdivision on Eagle Road, SH-55, asked the Board for a no-passing designation at the entrance to their subdivision. They cited one accident and the potential for several more accidents with traffic turning off SH-55 into the residential area as other drivers attempt to pass.

The Board asked District Engineer Dick to investigate the request and make a recommendation at the November-December Board meeting.

Board Minutes. Approval of the September Board minutes was held pending review of the highway development program exhibits.

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Board Meeting Dates. The following meeting dates were scheduled by the Board:

November 30-December 1, 1990 - Boise
 January 16-18, 1991 - Boise
 February 14-15, 1991 - Boise
 March 21-22, 1991 - Boise

Director's Report - Miscellaneous. Director Kiebert reported that the lawsuits in Lewiston concerning special commodities and axle weights have been dropped. The Department is developing a system to come up with language satisfactory to the Department of Agriculture.

Another lawsuit has been filed regarding the I-90 construction and encroachment into Lake Coeur d'Alene. A request has been submitted to the FHWA to eliminate the Higgins Point interchange. There will be access across the interstate for locals even without the interchange, according to the Director. Business owners on the east end of Sherman Avenue are satisfied with proposed directional signing. The status of old I-90 is being negotiated with Parks and Recreation Department, East Side Highway District, and the Centennial Trail Committee.

The lawsuit involving the Mica Hill project on US-95 deals with wetlands. A \$50,000 judgment was awarded the plaintiff in the case of an accident on SH-200 where no guardrail existed. Three potential lawsuits involve commercial vehicle audits.

The Director handed out a sheet describing a possible method of repealing the ton-mile tax.

Director Kiebert will talk to the principals at Micron about the SH-21 connector and right-of-way issues.

Concerning the funding (budget) posture during the present crisis, the Director informed the Board he will wait to see what developments occur with the federal budget and on the international scene.

The Department will submit six proposed bills to the Governor for introduction during the 1991 legislative session. The last two are being considered but have not been drafted.

- Vehicle size and weight
- One-mile access to national highway network
- Titles on vehicles more than 10 years old
- Title fee increase
- Revision of centennial plate program
- Aircraft engine fuel tax
- Standardization of split-weight reporting audits
- Amendment to HB887a for underground facilities

A construction claims resolution committee of Board Member Combo and Department staff will establish options for handling contract claims. A status report will be made to the Board.

Director Kiebert advised the Board that the Governor has named his Chief of Staff, Mike Mitchell, as the Highway Safety Representative for Idaho. The Office of Highway Safety will remain within the Idaho Transportation Department and the program will be administered under Section 40-508(3), Idaho Code. The FY91 highway safety program was approved with the addition of the COPPS (comprehensive occupant protection police strategies) project required as a condition of approval. The Governor's Highway Safety Representative will resolve the administration of the COPPS project.

Certification of Revenue and Disbursements. In conformance with Section 40-708, Idaho Code, the certification of revenue and disbursements for FY90 was submitted for Board review.

Without objection, the Board approved and signed the certification shown in Exhibit 17, which is made a part hereof with like effect.

Annual Employee Training Report. Classroom hours totaling 79,582 were reported for FY90. This is down 1.4% from FY89. The negative trend indicates that training programs established for the Motor Vehicle Technical Specialists, Port of Entry Inspectors, and the Transportation Technician series are being completed. Out-service registration fees are down 16% indicating that training is being provided in-house to meet employee needs. The Board noted that 20% of instructor time is provided by the Training and Development Section; the remainder is provided by Department volunteers who receive train-the-trainer instruction.

FY92 Department Budget. After discussing highway needs and available revenue, the Board authorized Deputy Director Neumayer to submit the FY92 budget with a shortfall of \$53.8 million in accruing highway construction needs for 1989-94. That figure is based on the Department's best estimate of the rate of pavement deterioration and estimated traffic volumes as they effect curvature and surface width.

Aeronautics Advisory Board. Deputy Director Neumayer attended the Advisory Board's meeting on October 12 and briefed the Board on the subjects covered. A joint session of the two boards will be scheduled during the November-December Board meeting.

FY90 Annual Report. The FY90 Annual Report will be published in mid-December. The report will emphasize the state's needs and will rely on the Local Highway Needs Assessment Study to demonstrate them. No fiscal solutions

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will be offered. The theme for the Board's message will show that in spite of our best efforts, we are not meeting existing needs. The Board's introduction letter will also cite \$6 billion in economic benefit from roads.

Appeal for Outdoor Advertising. Mike Macgowan, Jr., Operations Manager of Metropolitan Outdoor Advertising has appealed the State Highway Administrator's denial of a permit for a billboard adjacent to Broadway Avenue in Boise.

Without objection, the Board authorized the Hearing Officer Mike Howell to hear the matter and report his findings and recommendations at the November-December meeting.

Administrative Rules. The following rules were submitted for Board action. All are reformatted and renumbered to conform to the new system. Several have been reorganized and retitled for clarity. All of the following include non-substantive changes:

- 39.B.01 - Renumbered from 39.01.31.02, Vehicle Manufacturer and Distributor Franchise Requirements.
- 39.B.02 - Renumbered from 39.01.31.03, Vehicle Dealer License Requirements.
- 39.B.03 - Renumbered from 39.01.31.10, Vehicle Dealer's Principal Place of Business.
- 39.B.04 - Renumbered from 39.01.31.11, Manufacturer and New Dealer Hearing Fees.
- 39.B.06 - Renumbered from 39.01.34.03, Vehicle Dealership's Trade Names.
- 39.B.08 - Renumbered from 39.01.32.31, Vehicle Identification Number (VIN) Inspections
- 39.B.10 - Renumbered from 39.01.32.12, Abandoned Vehicle Sales.
- 39.B.11 - Renumbered from 39.01.34.02, Odometer Readings on Title Records.
- 39.B.12 - Renumbered from 39.01.32.02, Issuing Certificates of Title and Bonded Certificates of Title.
- 39.B.23 - Renumbered from 39.01.32.29, Temporary Registration and Vehicle Clearance.

- 39.B.27 - Renumbered from 39.01.32.11, Non-Resident Titling and Registration of Commercial Vehicles.
- 39.B.29 - Rewritten based on 39.B.29, 39.01.32.15 and 39.01.32.25, Commercial Vehicle Quarterly Reports and Penalties.
- 39.B.42 - Renumbered from 39.01.32.20, Temporary Vehicle Registration when Proof of Ownership is Insufficient.
- 39.B.43 - Renumbered from 39.01.32.09, Registration and Title Refunds.
- 39.B.45 - Renumbered from 39.01.32.04, Fees for Lapsed Registration Periods.
- 39.B.46 - Renumbered from 39.01.32.32, Temporary Registration.
- 39.B.82 - Renumbered from 39.01.32.14, Temporary Commercial Vehicle Clearances.
- 39.C.08, Legal Weight Limits.
- 39.C.12, Safety Requirements of Special Permits.
- 39.C.17, Oversize Permits for Mobile/Modular Homes.
- 39.C.22, Special Permits for Extra-Length.
- 39.C.23, Revocation of Special Permits.
- 39.C.40 - Rewritten based on 39.02.03.1, Junkyards and Dumps.
- 39.C.42 - Renumbered from 39.02.05.12 and 39.02.12.4, Use of State Right-of-Way.
- 39.C.46 - Renumbered from 39.02.05.10, Studded Tires.
- 39.C.47 - Renumbered from 39.01.09.01, Certification of Local Improved Road Mileage.
- 39.C.49 - Renumbered from 39.01.38.01, Ignition Breath Alcohol Devices.
- 39.C.50 - Renumbered from 39.02.05.11, Safety Rest Areas.
- 39.C.60 - Renumbered from 39.02.03.2, Outdoor Advertising.

The following rules are recommended to be repealed since the contents are either contained now in Idaho Code or other administrative rules.

- 39.B.28 - Waiver of Penalty for Late Filing of Quarterly Mileage Tax Reports.
- 39.01.32.07 - Temporarily Disabled Persons' Parking Program.
- 39.01.32.13 - Special License Plates and Cards for the Handicapped.
- 39.01.32.15 - Clarifying the Requirements for the Cancellation of Motor Carrier Registrations.
- 39.01.32.17 - Remittance of Moneys Collected from Motor Vehicle License Fees.
- 39.01.32.21 - Proportionally Registered Vehicles are Required to Pay a Use Fee.
- 39.01.32.25 - Commercial Vehicle Quarterly Use Fee Reports.
- 39.01.34.01 - Bonding Requirements for a Vehicle Dealer License.
- 39.02.03.1 - Junkyards and Dumps.

The following rules contain substantive changes which are outlined:

- 39.B.09 - Renumbered from 39.01.32.05, Manufacturer's Certificate of Origin (MCO) Requirements. Revised to reflect current AAMVA-approved security standards.
- 39.B.13 - Exemptions to Titling Requirements. Changes necessary to clarify titling procedures for vehicles confiscated by court order.
- 39.B.22 - Renumbered from 39.01.32.01, Mileage Use Fees for Combination of Vehicles. Revisions clarify existing procedures.
- 39.B.24 - Renumbered from 39.01.32.19, "Gray Market" Vehicle Registration and Titling. Procedural change to incorporate new AAMVA recommendations for establishment of the model year for titling purposes.

- 39.B.41 - Renumbered from 39.01.32.30, Special Provisions Applicable to Fees for Services. Recommended for adoption on an emergency basis so revised fees can be charged immediately. HB860, relating to public records and passed in 1990, requires that only direct costs attributed to the sale of information can be charged by the Department. This revised fee schedule accurately reflects the costs to produce requested information such as title files, drivers license or registration data based on the hourly rate listed in Section 49-202(2), Idaho Code. The fiscal impact to ITD would be an annual loss of \$25,000-50,000.
- 39.C.01 - Definitions. Adds a definition for "dromedary tractor" to clarify the proposed change to rule 39.C.05, Section 6 and eliminates the definition for "triple saddlemount" since this term is no longer referred to in the rules governing special permits.
- 39.C.06 - Allowable Vehicle Size. Adds the grandfathered right for dromedary tractors established in Title 23, Code of Federal Regulations, Part 658.13, so Idaho is in compliance with federal regulations.
- 39.C.10 - When Special Permit is Required. Clarifies the regulations for the removal of a disabled vehicle by a vehicle that is not a wrecker truck.
- 39.C.11 - Special Permittee Responsibility and Travel Restrictions. Changes the time of travel and holiday restrictions on the "black-coded" and "interstate" routes of the Pilot Car and Travel Time Requirements map to be uniform with the "Guide for Uniform Laws and Regulations Governing Truck Size and Weight Among the WASHTO States." Due to the high traffic volumes, narrow lane widths and curvature on the "red-coded" routes of this map the time of travel and holiday restrictions were not changed on these routes.
- 39.C.16 - Oversize Permits. Authorizes the issuance of special permits to allow reducible loads to operate on a designated system up to the maximum height of 14'9".
- 39.C.21 - Special Permit Fees. Clarifies the cost of special permits issued to reducible loads operating up to 14'9" high.

- 39.C.24 - Self-propelled Snowplows. Overwidth self-propelled snowplow vehicles require special permits. This new rule clarifies the safety requirements for these vehicles since they cannot conform to the same pilot car and time of travel requirements as other overwidth loads due to the nature of their operation.
- 39.C.41 - Traffic Control Devices. The Manual on Uniform Traffic Control Devices (MUTCD) limits the use of stop signs at only those railroad/highway crossings selected after need is established by a detailed engineering study. Section 49-202(22), Idaho Code, requires that stop signs be placed at all railroad crossings where electric or mechanical warning signals do not exist. It is proposed that a seventh exception to the MUTCD be approved as shown in Rule 39.C.41, Section 2(g), to bring the rule in compliance with Section 49-202(22), Idaho Code.

Without exception, the Board approved the proposed rule revisions and authorized its Executive Assistant to process them through the Administrative Procedure Act on a regular rule-making basis; with the exception of 39.C.41 which is approved on an emergency basis.

WHEREUPON, the Board meeting recessed at 6:00 PM.

October 18, 1990

Continuation of the tour of Districts 3 and 4 began at 8:00 AM in Boise with all three Board members and appropriate staff present. The group left Boise on I-84 and proceeded southeast to Mountain Home where they looked at the railroad overpass project that is authorized for preliminary development. From Mountain Home the tour continued on US-20 to Fairfield.

After a coffee stop and visit with Veronica Barron who is a candidate for Camas County Commissioner, the tour continued on US-20, then SH-75 to Ketchum.

Delegation - Blaine County Representatives. Commissioner Reynolds and Planning and Zoning Commission Member Harlig requested that the Board consider another passing lane on SH-75 south of Ketchum between East Fork and Cold Springs. The passing lane to be completed soon between Ohio Gulch and Zinc Spur should alleviate some of the traffic congestion experienced on SH-75. They believed that a similar project would provide even more passing opportunities and further help traffic congestion. District Engineer Thomas had

October 18, 1990

indicated earlier that such a project could be accomplished if state construction funds are available.

Both of the Blaine County officials indicated they are moving in the direction of identifying support for a four-lane facility in the Wood River Valley by evaluating alternatives. Those options would be presented at public meetings early in 1991 and the community reaction then given to the Board.

Board Vice Chairman Batt said the men were being very realistic in their approach to the problem. The highway funding situation will probably get worse, he said, because of inflation, higher gasoline prices, automobiles being manufactured with better gas mileage, and higher construction costs. Board Member Combo believed the approach being taken to identify alternatives was both realistic and professional.

State-funded construction projects may be considered by the Board in the spring of 1991 if sufficient funds are available. The District will assist the Blaine County representatives in submitting their request for consideration.

After lunch in Ketchum, the Board and staff visited the Wood River rechannelization project in progress north of the city. The project is an extensive undertaking to realign the river west of the roadway to eliminate future erosion. The District was successful in coordinating the project with the Idaho Department of Fish and Game, U.S. Forest Service, Bureau of Land Management, Blaine County and local environmental groups.

The tour proceeded south on SH-75 to the District Office in Shoshone where the regular monthly Board meeting resumed.

Motor Vehicles Bad Check Report, Third Quarter of 1990. The Board members acknowledged \$7,519,697.50 in checks processed during the third quarter of 1990. Returned checks totaled \$31,261.79 representing .4% of the total checks received. A 75% collection experience was recorded in this time period.

County Registration Fee Increase Proposals. Both the Ada County Highway District (ACHD) and Bonner County will have registration fee increase proposals on the general election ballot this November. Both proposals are similar from a programming standpoint. ITD Data Processing estimates it will take 800 to 900 hours to implement the computer system necessary to accommodate these proposals. Sections 40-827 and 40-1416, Idaho Code, provide that if county registration proposals are approved, ITD will collect and distribute the funds. Idaho Code further allows ITD to recover the costs of implementation and distribution.

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Both ACHD and Bonner County have been informed by letter that the Department will begin development of the programs following the results of the election. They have also been informed that the January 1, 1991, start-up date in their resolutions for collection is unrealistic and that a March 1 to April 1 date is an attainable goal.

State Highway Administrator's Report - Sandpoint North and South. Due to several news articles and letters concerning one of the proposed alternates, Sand Creek, SHA Green believed that a review of the project by the Board and staff was warranted. He believed the project was not in jeopardy of violating NEPA (National Environmental Protection Act) requirements. He did indicate that the draft environmental impact statement (DEIS) was well behind the anticipated schedule, but believed the Department staff had the expertise to complete the DEIS.

FHWA Division Administrator Coe said his office and the regional environmental specialist voiced concerns because the document preparation was behind schedule. He believed the project scoping and public information process was adequate. The impacts of all alternatives must be identified, included in the DEIS and published in the Federal Register, he said.

The Board acknowledged the current time schedule and authorized the District staff to continue with the process to develop a DEIS.

Bridge Removal by ITD. The Old Moyie River Bridge, which is 258 feet long, was abandoned by ITD in June, 1964 when US-2 was rerouted in Moyie River Springs and a new bridge was built. The old route which included the old bridge, was taken off the state highway system and turned over to Boundary County. There is no known historical, scenic, or sentimental value attached to the bridge. The ITD Bridge Section estimates the cost of removal to be \$40,000.

Without exception, the Board authorized the Department to place the old Moyie River Bridge on the state highway system; and remove the bridge using up to \$40,000 in state funds. The Department was asked to solicit possible financial assistance from Boundary County.

Addition of New Alignment of State Highway 55 to the State Highway System and Removal of Old Alignment. On March 17, 1982, the Board approved construction of SH-55 on a new alignment from the Eagle Road Interchange to Fairview Avenue. Construction was completed and the new route opened to traffic on September 12, 1990.

The Department requests that the county segment of Eagle Road on the new alignment be added to the state highway system and that existing State Highway 55 through Meridian be removed from the state highway system.

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Without objection, the Board approved and signed the official minutes for Project Nos. F-FR-3271(44) and IR-84-1(12)45 shown in Exhibit 18, which is made a part hereof with like effect.

Special Permit Fee Schedule. The Special Permit staff conducted an in-depth study to determine the costs incurred in the processing, issuing and enforcing of special permit regulations. The study reflected that the current fee schedule is sufficient to recover the costs incurred in the administration of special permits.

Without objection, the Board authorized the continued use of the current special permit fee schedule.

Adopt-A-Highway Program. In January the Board approved implementation of a statewide Adopt-A-Highway Program. The first adoption agreements were executed in March. As of October 1, 1990, barely six months into the program, the Department had 160 groups and a total of 515 miles of roadway adopted. Many more groups have indicated an interest in the program and agreements are currently being received at the rate of 5-10 per week.

Continuing Research Agreement with the Civil Engineering Department at the University of Idaho. The following studies with the Civil Engineering Department at the University of Idaho were recommended by the Department:

- (1) development of a system to calculate and report benefits and costs due to changes in winter maintenance levels;
- (2) overlay performance life of asphalt concrete governed by fatigue cracking variables;
- (3) determination of the proper control strategy for efficient traffic operations at intersections; and
- (4) development of a traffic demand forecasting methodology.

Without exception, the Board approved the Research Agreement with the University of Idaho for the four studies; the total cost not to exceed \$90,000.

Quarterly Report on Status of Current Program Obligations. At the end of the federal fiscal year 1990, federal-aid obligations amounted to \$75.5 million which included \$4 million in redistributed funds. The targeted amount was \$71.4 million.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

October 18, 1990

F-2342(004) & F-2352(019), Key Nos. 4223 & 4016 - Carey-West; Jct. US-20 to North of Carey, Blaine County. Low bidder: Western Construction, Inc., Boise, Idaho - \$1,402,082.42.

BROS-1500(7), Key No. 3853 - Niter Bridge SW of Niter, Caribou County. Low bidder: Idaho Construction Company, Inc., Kimberly, Idaho - \$290,412.50.

HES-7963(018), Key No. 3766 - Caldwell Blvd. and Ustick, Canyon County. Low bidder: Idaho Sand & Gravel Co., Inc., Nampa, Idaho - \$102,998.85.

ST-5115(566), Key No. 4330 - Ironwood Drive through Hayden Ave., Kootenai County. Low bidder: Thorco, Inc., Coeur d'Alene, Idaho - \$52,218.00.

After the regular business was concluded, the group drove SH-75, US-93 and I-84 to Burley where they remained overnight. Along the way they viewed the plantmix inlay project on I-84.

October 19, 1990

Delegation - Mini-Cassia Development Corporation. At Burley the Board and staff were picked up by members of the Mini-Cassia Development Corporation and bused to Pomerelle Ski Area over Howell Canyon Road. The road will be considered for Forest Highway designation at the December 5 Tri-Agency meeting in Boise. Along the way to the ski area, a U.S. Forest Service Ranger spoke of the existing and proposed facilities in the area. Cassia County is unable to maintain the road with current revenue. A representative of Senator McClure's office indicated that \$200,000 has been proposed for inclusion in the federal budget for an engineering study of the road.

Former Governor Evans urged the Board to consider the importance of the loop including SH-77 through the City of the Rocks and tying back into SH-27 at Oakley. He expects that the portion on the county's system between SH-77 and SH-27 will be requested for state designation.

Board Vice Chairman Batt cited the funding constraints faced by the Board: inflation, increased construction costs, the manufacture of more efficient automobiles, the crisis in the Persian Gulf and its impact on gasoline and oil prices, and the emphasis by the Congress and the President for the states to assume more responsibility for highways. It is imperative, he remarked, that the public take a different attitude toward taxing for roads and bridges.

October 19, 1990

State Senator Darrington said an increased gas tax may not be realistic, but he will look at a registration fee increase as a way of financing transportation improvements.

The Corporation also wanted the Board to consider state designation for the county road between Malta and I-84. The believed increased truck traffic from a nearby cattle feeding lot to the interstate makes the road more characteristic of a state highway than one servicing only local traffic.

From the ski area, the bus transported the group over the road in question.

The Board and staff left the group at the Sublett interchange and proceeded on its own to Twin Falls via I-84. The Board looked at the reconstructed overpass on I-84 at 200 West (a county road).

Delegation - Twin Falls City Officials and Business Leaders. The City hosted the Board and staff at lunch to say thank you for completed and proposed highway and bridge projects in the area: Singing Bridge, North 5 Points widening, Caswell/Blue Lakes signalization, East 5 Points improvement. City Engineer Young said the City has formed a transportation committee to study long-range traffic planning. City officials also appreciated the cooperative attitude of District employees.

Board Vice Chairman Batt said the Board could fall short of expectations without a revenue increase at the state level or additional help from the federal government. He urged the officials to support higher funding for transportation projects.

State Highway Administrator Green responded to a question about the effect of higher gas prices on the cost of construction: a 50% increase in fuel would probably result in a 25% increase in construction costs.

The group left Twin Falls on I-84 and drove to the Aeronautics Office in Boise where the remaining agenda items were considered.

Summary of Pending Legal Cases. Chief Legal Counsel summarized the pending legal cases and answered questions about specific cases.

Ton-mile vs. Registration. Chief of Motor Vehicles Kraemer reported that the Motor Carrier Advisory Committee unanimously supported the concept of replacing the current ton-mile system with a registration schedule. He suggested that a series of statewide meetings be scheduled to determine the affect on the trucking industry. He proposed that ITD coordinate and conduct the meetings.

The Board agreed that it was essential that public input be received before proposing legislation.

Executive Session. At 4:30 PM the Board went into executive session to discuss legal matters and personnel issues.

WHEREUPON, the Board meeting adjourned at 5:40 PM.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and Approved
November 30, 1990
Boise, Idaho


SUPPLEMENT TO THE OCTOBER 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

November 6-7, 1990

Through telephone contact with Board Vice Chairman Phil Batt and Member John X. Combo on November 6, 1990 and Chairman Marion Davidson on November 7, 1990, the Director obtained approval of the following personnel change:

- Move Hugh F. Lydston from Chief of the Transportation Services Bureau to a position titled Deputy Director for External Affairs. Hugh would be responsible for state and federal legislative activities.
- Move Jerry Dick from District 3 Engineer to Chief of the Transportation Services Bureau.

No salary adjustments were recommended. The effective date of these two changes will coincide with the approval of a new District 3 Engineer.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and approved
November 30, 1990
Boise, Idaho

November 6-7, 1990

SUPPLEMENT TO THE OCTOBER 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

November 13-14, 1990

Through telephone contact with Board Chairman Marion Davidson and Member John X. Combo on November 13, 1990 and Board Vice Chairman Phil Batt on November 14, 1990 the Executive Assistant to the Board obtained approval of the following personnel change:

- Transfer of W. Leroy Meyer from District 6 Engineer to assume the duties of District 3 Engineer effective December 3, 1990.



MARION DAVIDSON, Chairman
Idaho Transportation Board

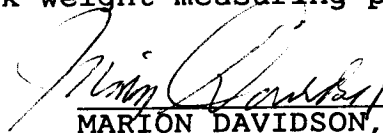
Read and approved
November 30, 1990
Boise, Idaho

SUPPLEMENT TO THE OCTOBER 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

November 19, 1990

Through telephone contact with Board Chairman Marion Davidson, Vice Chairman Phil Batt and Member John X. Combo on November 19, 1990 the Executive Assistant to the Board received the following:

The Department's truck weight enforcement shall be uniform across the state. The Board recognized that shippers of various commodities have special problems with water absorption while loading and in-transit. The Board further acknowledged that a policy of weight variance is needed to compensate for scale error, water absorption and ice accumulation. The Director was instructed to proceed with a uniform weight variance policy and truck weight measuring procedures.



MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and approved
November 30, 1990
Boise, Idaho

November 19, 1990

SUPPLEMENT TO THE OCTOBER 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

November 28 & 29, 1990

Through telephone contact with Board Vice Chairman Phil Batt on November 29, 1990 and Member John X. Combo on November 28, 1990 the Executive Assistant to the Board obtained approval of the following activities based on economic hardship allowed in Rule 39.C.10, Section 7,c.

Movement of a 1986 15'8" wide mobile home on its own axles from Colorado through Wyoming, Montana and Idaho to Washington by Robert and MaLona Newell. Sale of the mobile home has been unsuccessful for over a year and the owners have been unable to find a carrier to move the mobile home on a semitrailer. The other states have approved the movement.

Movement of a 1983 16' wide mobile home on its own axles from Montana to Idaho Falls by James D. Peccia, Jr. He has determined that the additional cost to move the mobile home by a semitrailer is prohibitive. He understands that future moves would have to comply with existing regulations.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and approved
November 30, 1990
Boise, Idaho

November 19, 1990

REGULAR MEETING OF THE IDAHO TRANSPORTATION BOARD

November 30-December 1, 1990

The Idaho Transportation Board met in regular session in Boise, Idaho on November 30, 1990 at 8:30 AM in the Transportation Building. The following people were present:

Marion Davidson, Chairman - Region 3
 Phil Batt, Vice Chairman - Region 2
 John X. Combo, Member - Region 1
 Kermit Kiebert, Director
 Mary F. Detmar, Executive Assistant to the Board

Board Minutes. The September 1990 and October 1990 Board minutes were approved as distributed to Board members.

Board Meeting Dates. The following meeting dates were scheduled by the Board:

January 16-17-18, 1991 - Boise
 February 14-15, 1991 - Boise
 March 21-22, 1991 - Boise
 April 11-12-13, 1991 - Boise

Director's Report - Miscellaneous. Director Kiebert briefed the Board on the FHWA program review and evaluation (PR&E 90-14) regarding enforcement of size and weight regulations. Findings covered port of entry (POE) stopping authority, size and weight fines and the legal system. Recommendations included: "Stopping authority should be given to Port of Entry Inspectors, along with the associated training, equipment and other resources necessary to support it safely and effectively.... As a minimum, the fine structure needs to be increased significantly and the legal requirements clarified to ensure more efficiency." If Idaho continues to have an ineffective weight enforcement program, the state could be subject to a 10% sanction on federal highway trust funds annually, according to Kiebert.

Chief of Motor Vehicles Kraemer outlined the Department's response to the PR&E in the form of proposed legislation: 1) enforcement of regulations by use of police powers; 2) new overweight fine structure for axle and gross weight violations; 3) allowance of heavier tandem axle weights; 4) off-loading to attain legal weight; and 5) addition of individual axle weights to obtain the gross weight of a vehicle or combination of vehicles.

A recent newspaper article alleged that a weight variance was being allowed for various commodities. In a decision on November 19, the Board ended any unequal treatment of the law. At the Board meeting, Chief of Motor Vehicles Kraemer said that a weight variance compensates and

November 30, 1990

allows for vehicle loading errors, water absorption in the load, scale equipment accuracy and accumulated axle weighing.

As recommended by the Director, the Board approved a scale accuracy variance of not less than 1000 lbs. nor more than 4% over the registered gross vehicle weight, axle weight or combination of axle weights when portable scales are used. When fixed (or non-portable) scales are used, a uniform 1000-pound scale accuracy variance will be allowed over the registered gross vehicle weight, axle weight or combination of axle weights. The Board asked Mr. Kraemer to verify the statement that weight limits, as they apply to special commodities (e.g. logs, sand, gravel), are protected in Idaho Code by grandfather rights. The Board approved the recommended weight variances on a temporary basis subject to verification of the grandfather clause and subject to the results of a study being conducted by Boise State University on Port of Entry scales.

The Board also approved pursuing the concept of putting supervision of the Ports of Entry under the District Engineers. The reorganization is intended to provide closer on-site supervision of the function. The Port of Entry Section in Boise would establish policies and procedures.

Director Kiebert reported that he had asked Deputy Director for Internal Affairs Neumayer to oversee employee grievances.

Delegation - Jack Buell and Pat Richardson. Both owners of trucking firms in north Idaho expressed confusion about the 2,000-pound tolerance alleged in recent newspaper articles. They told the Board that there had never been unequal treatment of truckers. Jack Buell said since the early 1970's truckers were allowed a 1,000-pound tolerance on 80,000 pounds gross weight if there was a scale problem. He stressed the need for stopping authority by port employees. Pat Richardson said his truckers received only 39 citations in 29,000 loads since 1987. Both men indicated they were trying to operate within the law but cited inconsistency among port employees when regulations were enforced.

Vice Chairman Batt told the men that the Board wanted only equal application of the law throughout the state.

Director's Report - Miscellaneous (continued). The National Highway Traffic Safety Administration (NHTSA) approved Idaho's highway safety plan including the COPPS (comprehensive occupant protection police strategies) project with no administrative requirements.

As has been done in the past, Districts Engineers will contact state legislators prior to the 1991 session to identify transportation needs or issues.

Director Kiebert distributed a status report on the 1991 Surface Transportation Act. The Administration's proposed bill agrees with AASHTO in the following areas: there should be a national and flexible program; FHWA involvement and red tape should be reduced in the development and design of projects; and obligation ceilings should equal apportionment.

The legislative committee studying highway needs completed its statewide public meetings and approved the following measures: 1) that \$75 million should be the target for any revenue proposal; and 2) that the Revenue and Taxation Committees should consider removing the cap on local property taxes for roads and bridges, and look at unlimited local option taxing authority for roads and bridges. Four legislative proposals to raise the \$75 million will be refined during the first week of December.

The State Department of Environmental Quality (DEQ) may file a notice of violation against ITD regarding construction of I-90 east of Coeur d'Alene. Director Kiebert has asked DEQ to discuss the situation before legal action is taken.

Director Kiebert distributed a copy of a letter written to the Governor's Chief of Staff outlining the impact on Idaho of the 1990 deficit reduction act and the 1990 DOT appropriation bill. The five cents per gallon federal fuel tax in the deficit reduction act is dedicated half to the general fund and half (\$2.7 billion annually) to the federal highway trust fund. The latter will accumulate as an unspent balance in the trust fund that will automatically be applied to offsetting the deficit. The states will not have access to the new funds because the DOT appropriation bill sets an obligation ceiling of \$14.5 billion which is equal to existing revenue plus interest.

The DOT appropriation bill raises the national obligation ceiling from \$12.2 to \$14.5 billion. As a result, Idaho's obligation authority should increase by \$14.4 million - to \$82.8 million. The net effect of the \$14.4 million increase in federal-aid obligation authority is that ITD will be able to contract \$15.8 million more in highway projects in 1991 compared to 1990.

Director Kiebert suggested that the Board could use some of the deficit reduction funds to construct the SH-21 connector project early.

State Highway Administrator's Report. SHA Green had not received word from FHWA on Idaho's application for Interstate discretionary funds. With the additional obligation authority described in a letter to the Governor's Chief of Staff, a revised highway development program will be proposed to the Board at the January meeting.

November 30, 1990

Friedman Memorial (Hailey) Airport Commission. In 1988 Governor Andrus appointed Chief of Aeronautics Miller to the newly-created body to govern the airport at Hailey. Since several of the original issues have been resolved, those remaining are local in nature. The Board endorsed a letter to the Governor that suggested he replace Miller with a representative from the local aviation community. Miller would be available to meet in an advisory capacity.

Meeting with Aeronautics Advisory Board. Board members Hill, Parish and Merrick plus staff members met with the Transportation Board. Chairman Hill outlined the following areas of interest: aviation's impact on the Idaho economy; status of aviation activities; viability of the Advisory Board; and an increased airport aid program. Bill Parish thought the Advisory Board should be more active but he was unclear about the Board's exact function. Vice Chairman Batt suggested the policy on correlation with the Advisory Board could be changed to allow more flexibility. He further speculated that maybe the Transportation Board should not be approving the aviation programs; that project approval was more appropriately a function of the Advisory Board.

Chairman Hill said aircraft records indicate that the existing pool is not being fully utilized. He did not approve of the purchase of a new aircraft. Instead, he preferred procurement through several other methods. Vice Chairman Batt believed a consultant should look at the state function of operating a pool of aircraft. (See later discussion of contract.)

Bill Parish favored a fuel flow fee increase proposal to the state legislature as well as mini-bonding for municipalities. He also supported the establishment of an airport revolving fund using \$1 million from general fund surplus in addition to the existing airport grant program. Deputy Director for Internal Affairs Neumayer indicated he and Chief of Aeronautics Miller were working on the concept of a revolving fund with the Governor's Financial Management Director.

During lunch, the six Board members discussed aviation education and a public relations effort regarding the appropriation of airport grants, and updating job descriptions of Bureau employees.

Consultants for Pavement Condition Index (PCI) Surveys and Navigational Aids and Automated Weather Observation System (AWOS) Siting Plan. The update of the inventory data and facility plan elements are designed to keep the data files that were developed under the initial effort current and to provide the state input to the Federal Aviation Administration's (FAA's) National Plan of Integrated Airport Systems.

The PCI surveys are intended to cover one-third of the paved general aviation airports in the state each year. The data gathered will be input into the "MICRO-PAVER" pavement management system and output recommendations for pavement maintenance will be distributed to the airports for their guidance and use.

The navigational aids and AWOS siting plan will provide Idaho with a plan to supplement FAA plans at general aviation airports. Recommendations as to what types of equipment, priority and timing, and how to fund the installations will be major outputs of this study.

Without objection, the Board approved the Aeronautics Advisory Board's recommendation to proceed with the project as proposed.

Consultant for Cost-Justification Study of New State Aircraft. Cost estimates for this type of study in other states have ranged from \$15,000 to \$20,000. The Board believed that staff should clearly define the issues to be addressed and send out a letter soliciting interest from consultants. Funding sources for the study will be secured once the scope of the study and approximate costs are identified.

Proposed Board Policy B-20-02, Groundbreaking and Dedication Ceremonies. The Board approved the concept of initiating activities to dedicate transportation facilities of significant impact. The department need not wait now for a local entity to sponsor a groundbreaking or dedication. The policy will be finalized and brought back to the January Board meeting for signature. The corresponding administrative policy will be updated, signed and distributed.

Deputy Director's Report. Deputy Director for Internal Affairs Neumayer reported on the Department's decision to proceed with Phase II and III of the FY91 salary plan approved by the Board on April 14, 1990. A review of personnel costs to date and projected through the remainder of the fiscal year indicates the Department will generate approximately 1.5% in salary savings this year. Actual savings generated will dictate the number of available increases provided in Phase II and III.

These personnel cost savings can be used to implement the second phase of the FY91 salary plan to provide additional performance increases to deserving employees below the mid-range (Step G) of the salary plan as specified by SCR-142, and allow the balance to be given as lump-sum bonus increases near the end of the fiscal year to outstanding performers at all levels in the salary plan.

Vice Chairman Batt asked how many employees are rated unsatisfactory and how that figure compares with other state

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agencies. Deputy Director Neumayer will determine those numbers and report back.

Repeal of Rule 39.01.32.33, Extended Motor Vehicle Registration. The Department worked with Representative Linford on 1987 legislation for the extended registration of certain motor vehicles. It was agreed that extended registration would be tested to determine interest and, if not widely accepted, would be repealed at a future date. Use of extended registration was less than one percent of the vehicle population over the three years that it has been in effect. However, the effort by information system resources to keep the program working has been significant.

Without objection, the Board agreed with the Department to repeal Rule 39.01.32.33. Representative Linford is expected to draft legislation for introduction in 1990 to repeal Section 49-402, Idaho Code.

Revision to Motor Vehicle Rule 39.01.31.12. This administrative rule is the last to be renumbered in accordance with the Department's new format. The new number would be 39.B.81. Additional language identifies the commercial vehicles that are required to stop at the ports of entry. No substantive changes are included in this revision.

Without objection, the Board approved the revisions and authorized processing through the Administrative Procedure Act.

Urban Mass Transportation Administration (UMTA), Section 18 Applications, FY91. The Public Transportation Unit requested the Board's approval to apply for, execute, and implement Grant ID-18-X009. The grant will provide administrative, operating and capital assistance for public transportation providers in rural and small urban areas with population levels under 50,000.

The Board approved the application, execution, and implementation of Grant #ID-18-X009 in the amount of \$933,372; Vice Chairman Batt abstained.

Urban Mass Transportation Administration (UMTA) Section 16(b)(2) Program for FY91. The Public Transportation Unit requested Board approval to apply for, execute and implement Grant #ID-16-0017, which is funded under the Urban Mass Transportation 1991 Section 16(b)(2) program. The 16(b)(2) program which is implemented by this annual grant, provides capital assistance for transportation projects to meet the needs of the elderly and handicapped.

The Board approved the application, execution, and implementation of Grant #ID-16-0017, in the amount of \$281,250; Vice Chairman Batt abstained.

Chronological History of the Lakeside Ave. Project, Coeur d'Alene. Deputy Director for External Affairs Lydston reported on the history of the Lakeside Avenue project. The Lakeside Avenue project for \$740,000 (Key #4451) is in a holding status until the review of the state-funded program occurs, which is anticipated in April 1991. At that time, it will be evaluated along with all other projects submitted for funding.

The Department is reviewing Coeur d'Alene's proposed 1995 functional classification map with approval by FHWA anticipated for January 1, 1991.

Center Street, Lava Hot Springs, US-30B. The project request is to reconstruct Center Street between the Portneuf River Bridge and Main Street at a cost of \$122,000. The project will be companion to the already approved FY91 local secondary project to reconstruct Main Street from Fourth Avenue West to Third Avenue East. Construction is planned for March 1991.

Without objection, the Board approved the use of \$122,000 in state funds for the Center Street, Lava Hot Springs project.

Sandpoint Railroad Relocation Project, Project No. RRP-RRS-5121(38), Key No. 3192. Following are significant developments on the subject project since the last status report submitted to the Board at its August 1990 meeting.

1. Construction of new connections between the Union Pacific (UP) and Burlington Northern (BN) in Dover and Sandpoint.
2. Rehabilitation (new ties, ballast and rail) of BN's industry spur track at Sandpoint.
3. Installation of gates and flashers at two grade crossings on BN's industry spur at Boyer Avenue and Division Street in Sandpoint.
4. In order to construct the new connection at Sandpoint, the project will include removal and relocation of a building that is located on Sandpoint City property.
5. A new UP/BN interchange track would be constructed at Sandpoint on BN right-of-way.
6. The BN will require additional storage track in Sandpoint on existing BN right-of-way.
7. UP Trackage, which parallels US-2 and US-95/2 from Larch Street in Sandpoint to Dover, would be abandoned and the crossings closed.

November 30, 1990

After the agreement is amended, the railroads will forward the details of the revised plan and be ready to discuss implementing agreements with the Department and the City of Sandpoint.

Annual Railroad System Diagram Maps. The railroads serving Idaho have released their annual update of the System Diagram Map, showing lines in Interstate Commerce Commission (ICC) Category 1; anticipated to be the subject of an abandonment application to the ICC within the next three years. Placement of a line in Category 1 does not necessarily mean that an abandonment applications will be filed, but it lays the required foundation should the railroad make a decision to file. Lines appearing on the 1990 System Maps follow:

BN: Fallon, WA to Moscow, ID, 20 miles

CSP: Spalding to Grangeville, 67 miles

UP: Alexander to Grace, 5 miles

UP: Edmonds to Egin, 2.5 miles (St. Anthony Branch)

UP: Scoville (INEL Station) to Arco, 16 miles

UP: Plummer to Wallace to Mullan, 72 miles

ITD is working with the railroads, shippers and communities in determining and evaluating the importance of these and other lines to the state's economy and transportation system, and developing possible rail preservation solutions where justified.

Leslie Drive Intersection in Boise, SH-55. At the October meeting, a delegation asked the Board to approve a no-passing zone on SH-55 at the intersection of Leslie Drive. According to Chief of Highway Operations Fiala, the Manual on Uniform Traffic Control Devices states, "Where center lines are installed, no-passing zones shall be established at vertical and horizontal curves and elsewhere on two- and three-lane highways where an engineering study indicates passing must be prohibited because of inadequate sight distances or other special conditions."

Since the sight distance on SH-55 is more than adequate and no special conditions exists, the striping of a no-passing zone is not warranted, recommended CHO Fiala. Also, when SH-55 is reconstructed, he said a left turn lane will be provided that will improve safety at the Leslie Drive intersection. The Board members deferred action on the request until they could look at the site personally.

Supplemental Engineering Agreement No. 5, Project No. IR-84-2(1)50, Key No. 2521, Cole/Overland Interchange, I-84.

This project is very complex due to the build-up in the area and the need to maintain reasonable traffic movement during construction.

Without objection, the Board approved the Supplemental Engineering Agreement No. 5 in the amount of \$216,000 with Centennial Engineering, Inc.

System Action Proposal Weiser Alternate Route, Project No. F-3112(33), Key No. 0685, US-95. The Board authorized the system action associated with this project to be included in the public hearing on the location and design.

Project No. IR-F-3111(038), Key No. 2626, Parcel 22, Parma-Payette County Line, US-95. The Board approved settlement of the above property as recommended by the Chief of Highway Operations.

Condemnation Action. The Board signed the order of condemnation on the following parcel as recommended by the Chief of Highway Operations:

<u>Project No.</u>	<u>Parcel No.</u>	<u>Key No.</u>	<u>Route No.</u>
M-7592(003)	1	2636	SH-27

Amendments to Rule No. 39.C.45. Rule 39.C.45 allows sale of surplus property valued at \$1,000 or less by the Department. Land over this amount is disposed of through the State Land Board.

Three types of amendments are proposed: The first correctly places the authority to dispose of real property with the State Highway Administrator not the District Engineer. The second removes the term "surplus" and substitutes "no longer useful or usable." Third, the term "procedures for sale" was changed to "method of sale" and corresponding language eliminated to remove internal procedures from the public rule.

Without objection, the Board approved the revisions to Rule 39.C.45, as recommended by staff.

Bids. The Board acknowledged action of the Contract Administration Supervisor in accordance with Board Policy B-14-06 on the following construction bids:

Stockpile 6689, Key No. 4376 - Salmon Yard, Lemhi County. Low bidder: Gale Lim Const., Inc., Blackfoot, Idaho - \$174,090.00.

Stockpiles 6690 & 6691, Key Nos. 4377 & 4378 - Le-67 & Le-91, Lemhi County. Low bidder: Gale Lim Const., Inc., Blackfoot, Idaho - \$188,250.00.

IR-84-2(31)82, Key No. 4159 - Cleft to Sebree I.C., Elmore County. Low bidder: Robert V. Burggraf Co., Inc., Idaho Falls, Idaho - \$3,565,682.75.

BROS-1000(009), Key No. 3199 - Sand Creek Bridge, North of Iona, Bonneville County. Low bidder: Vern Clark & Sons Const. Co., Inc., Idaho Falls, Idaho - \$119,230.38.

F-2352(021), Key No. 4225 - Curves West of Richfield, Lincoln County. Low bidder: Nelson Construction Co., Boise, Idaho - \$560,333.40.

STM-6353(531) & (530), Key Nos. 4386 & 4385 - Sheep Creek to Grandview Canyon & May/Patterson to Grandview Canyon, Custer County. Low bidder: H-K Contractors, Inc., Idaho Falls, Idaho - \$469,356.00.

STM-3291(563), Key No. 4120 - Lowman Bridges, Boise County. The low bid was more than ten percent over the Engineer's estimate. Because of the excessively high bid and since there was only one bidder, the District and Contract Administration Section recommended rejecting and readvertising the project later; the Board agreed.

STM-3703(502) & STM-3341(503), Key Nos. 3445 & 3446 - Indian Cove Bridge & Snake River Bridge, Elmore & Owyhee Counties. The low bid was more than ten percent over the Engineer's estimate. Because of the excessively high bid and since there was only one bidder, the District and Contract Administration Section recommended rejecting and readvertising the project later; the Board agreed.

F-2392(041), Key No. 4224 - Big Wood River Bridge, North Fork, Blaine County. The low bid was more than ten percent over the Engineer's estimate. The District and Contract Administration Section determined that the engineer's estimate cannot be adjusted enough to justify awarding this project to the low bidder. It was also believed that a readvertisement might result in lower bids. Staff recommended rejecting and readvertising later; the Board agreed.

IRG-90-1(178)7, Key No. 4158 - Sign Rehabilitation and Guardrail, Kootenai and Shoshone Counties. Since only one bid was received staff determined that it would be cost effective for the state if this project was divided into two smaller projects and readvertised. The District and Contract Administration Section recommended rejecting and readvertising later; the Board agreed.

Out-of-State Travel Report for November. The Board reviewed the travel requested and had no questions or comments.

Leslie Drive Intersection on SH-55. At 5:20 PM the Board members and their Executive Assistant drove to SH-55 where a delegation in October had requested a no-passing zone at the intersection of Leslie Drive and SH-55. Several other intersections in the area were viewed. A decision was deferred until the following day.

WHEREUPON, the Board meeting recessed at 6:20 PM.

December 1, 1990

Board Chairman Davidson reconvened the regular Board meeting at 8:00 AM on December 1, 1990 at the Owhyee Hotel, Boise, Idaho. Board Members Batt and Combo were present.

No-passing Zone on SH-55 at Leslie Drive. The Board denied the request for striping a no-passing zone on SH-55 at Leslie Drive because of similar conditions at other locations in the area where sight distance was adequate, and because of the engineering recommendation based on the MUTCD. The Board believed that a precedent would be established and that many more requests would be forthcoming if this request was approved. The delegates will be notified of the Board decision.

Applicant for Hearing Officer. The Board was informed by its Executive Assistant that Mr. Sergio A. Gutierrez of Caldwell wanted to be placed on the list of attorneys hired outside the department to conduct hearings, mediate or arbitrate disputes. No opening for a hearing officer currently exists but Mr. Gutierrez will be placed on the list of prospective candidates.

Miscellaneous Items. The Board authorized the Director to prepare a rebuttal to the editorial in the Idaho Statesman dated December 1, 1990 regarding I-90 construction east of Coeur d'Alene.

The Board's Executive Assistant briefed the Board on a recent legislative hearing on an administrative rule (39.B.41) regarding fees charged for copies of motor vehicle records. The rule was accepted as written but it is expected that legislation may be introduced to limit access to certain parts of motor vehicle records which could be considered private information.

An administrative rule on access to other public records will be proposed to the Board sometime in December for implementation on January 1, 1991 in compliance with HB860, Public Records Law, passed by the 1990 Legislature.

The Board asked the Director to investigate the status of the aviation system plan and report at the next Board meeting.

December 1, 1990

WHEREUPON, the Board meeting adjourned at 9:30 AM.

MARION DAVIDSON, Chairman
Idaho Transportation Board


Read and Approved
February 14, 1991
Boise, Idaho

SUPPLEMENT TO THE NOVEMBER-DECEMBER 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

December 10, 1990

Through telephone contact with Board Chairman Marion Davidson, Vice Chairman Phil Batt and Member John X. Combo on December 10, 1990 the Executive Assistant to the Board obtained approval of the following:

Settlement of Eterna-Line contract claim in the amount of \$1.275 million. The Board's Executive Assistant was given the authority to sign appropriate settlement documents.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and approved
February 14, 1991
Boise, Idaho

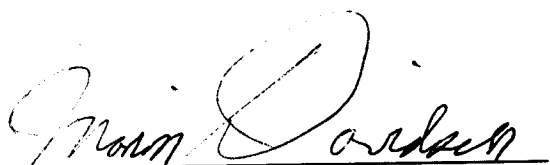
December 10, 1990

SUPPLEMENT TO THE NOVEMBER-DECEMBER 1990 MEETING OF THE
IDAHO TRANSPORTATION BOARD

December 12, 1990

Through telephone contact with Board Chairman Marion Davidson, Vice Chairman Phil Batt and Member John X. Combo on December 12, 1990 the Executive Assistant to the Board obtained approval of:

Emergency contract authorization for repair of the heating system at the Banks Maintenance Building. Low bidder: Wheeler's Sheet Metal Co., Boise, Idaho: \$19,000.


MARION DAVIDSON, Chairman
Idaho Transportation Board

Read and approved
February 14, 1991
Boise, Idaho

December 12, 1990